



WAR BASEBALL—At the right is the new baseball made with a rubber-cushioned center borrowed from golf balls. It is compared with the old official cork-centered ball now out for the duration. The photograph is an official one of the Office of War Information.

RESOURCES

War Changes Baseball

► “KNOCK IT OUT of the lot” will again resound across America’s ball diamonds next summer despite the absence of standard rubber-cushioned cork center baseballs.

One manufacturer took rubber golf ball cores and covered them with a layer of scrap rubber. Tests showed that they worked just as well as balls of pre-war vintage. Ban on the production of golf balls had caught the industry with a surplus of 720,000 golf ball cores which will now be teed off only from home-plate.

Only 20 tons of scrap rubber will be used in nearly three-quarters of a

million baseballs. Because of the importance of baseball in the physical fitness program of the armed forces, industry and its value in maintaining civilian morale, government officials believe the project stretches a bit of rubber to do a big job, the WPB Sporting Goods Unit reports.

The War Department alone has been purchasing about 80% of all top grade baseballs manufactured.

Another type of substitute baseball has been developed by the major leagues’ exclusive supplier. Scrap cork has been obtained for the centers and covered with scrap balata, a product obtained from the milky juice of a tropical tree.

Looking forward to another year when even these scrap materials will not be available, manufacturers are experimenting with the versatile plastics to maintain production of balls for America’s national pastime.

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Soy beans are subject to much the same insect pests as ordinary beans although to a lesser extent.

Haiti has doubled its production of *sisal*, needed particularly for rope making to supply the U. S. Navy.

ENGINEERING

Interchangeable Engines Proposed for Planes

► USE OF interchangeable plane engines that can be transferred or replaced under battle conditions was urged by Dr. Sanford A. Moss of the General Electric Company, in an address before the War Engineering Production meeting of the Society of Automotive Engineers in Detroit.

Any plane could be fitted with any engine of a certain specification in the ultimate development of the plan.

“One might even dare to hope for a British-American standard,” Dr. Moss declared, “so that an American Integral Power Plant would fit a British plane and conversely.”

Many current plane designs could not be adapted to this plan, he admitted, but if the idea proves good planes will be suitably designed.

“Ease of replacement is an advantage both in war and peace,” Dr. Moss pointed out. “Rapidity of production so much needed in war time is now being helped by manufacture of various components in parallel as independent groups, later assembled to give a complete apparatus. The Integral Power Plant helps this nicely.”

Improvements can also be made with greater ease. A redesigned plane can be used with the old engine or a redesigned engine with the original plane.

The idea has already been adopted to some extent abroad and interchangeable engines have been discussed in both British and German aviation journals.

Standardization of the junction of plane and engine at the fire wall was proposed by Dr. Moss as the first step toward increased use of the plan.

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