

LETTERS . . .

by BEA, British Eagle, Autair and BKS (e.g., London-Newcastle). Fourth, helicopters (S-61N type) should be introduced on feeder services—for example in the Highlands and islands of Scotland—to replace excess-capacity Viscounts, and in densely populated areas.

Sufficient passengers could justify these services by the initial introduction of small aircraft like the Britten-Norman BN-2. They could be operated on a "walk-on" basis with a minimum of crew. Large aircraft could be progressively introduced as traffic increases. The finding of suitable airports should be rather less difficult, since most towns possess airfields of sorts. There need be only a minimum of terminal buildings. For larger aircraft existing RAF airfields could be used, as British Eagle do on their seasonal services into Newquay (RAF St Mawgan). Gatwick would be the terminal for all such operations, at last justifying its existence.

Britain is far behind the other major world nations in the establishment of an efficient network of internal air services. The longer the Government ignores this fact the greater will be the hindrance to industrial expansion.

Freshwater, IoW

ALUN EVANS

Wrapped in Mystery

SIR,—I read with interest in the November 25 issue of *Flight* your reference to the commissioning by the Minister of Aviation of a market survey report on the VC10/DB265 project, already conducted by *The Economist* intelligence unit. In the same issue we are once again reminded of the absurd secrecy which surrounds military aircraft orders (of interested parties, only the British public is left in the dark) therefore I think it all the more deplorable that this report on a proposed commercial aircraft should have the same shroud.

As for *The Economist's* well-known attitude towards the British aircraft industry (particularly BAC, through the Concorde), plus the recent Government actions, I should think that BAC have already given up the struggle.

Wokingham, Berks.

H. J. SHIPPERLEY

Loran Receiver Weight

SIR,—I wish to refer to the excellent article on "Long-Range Navigational Aids" written by Captain L. Taylor in your issue of November 11, 1965.

I note that the weight of the ARN-78 digital micro-circuit Loran C receiver is given as "about 40lb." In actual fact the uninstalled weight of this equipment is 29lb. The Loran read-out can, if so desired, be automatically converted into latitude/longitude co-ordinates by the use of a suitable digital computer, such as the Sperry Mk 14.

Bracknell, Berks

SPERRY GYROSCOPE CO LTD,

B. J. L. Greenland,

Assistant Manager, Aeronautical Sales

Surviving Harvards

SIR,—We were interested to read in your issue of November 8 a letter from Allen G. Sharp, in which he referred to the last two Harvards still flying in RAF colours at Boscombe Down.

There are in fact three Harvards still flying there. We are pleased to say we are responsible for this, since we have been supplying the spares for these aircraft for some years.

SKY-LINES (AIRCRAFT COMPONENTS) LTD,

London W5

F. C. Govier, Director

Smoke Detector

SIR,—Further to Roger Bacon's item (Straight and Level, November 25) concerning the Eastern Airlines Air Shuttle from New York to Boston, I thought you might like to hear of my amusing (viewed retrospectively) experience on the service last October.

DIARY

- Dec 16** RAeS Isle of Wight Branch: Branch prize lectures. Bugle Hotel, Newport, 6 p.m.
- Dec 16** RAeS Yeovil Branch: "Radio Astronomy," by D. Barber. Technical College, 6 p.m.
- Dec 17** RAeS Weybridge Branch: Annual dance.
- Dec 21** Aviation Society of London: "The FAI Light Aircraft Tour of Europe," by John Blake; and film, "The Paris Aero Show, 1965." Kronfeld Club, 74 Eccleston Square, London SW1.
- Dec 22** Kronfeld Club: Christmas party (venue as above).

Handing up my BOAC "round-trip" ticket to the stewardess while we were in flight, the conversation went thus:—

SHE (with Boston accent, after scrutinising ticket): "I guess you're British."

ME: "That's right."

SHE (unsmiling) "You know, I thought I noticed an unusual smell in the aircraft this morning."

ME: I beg your pardon?

SHE (still unsmiling): "It must be your English cigarette."

Who said they had forgotten the "tea party" in Boston?

*London (Heathrow)
Airport*

JOHN E. WILLIAMS

For M6 read M4

SIR,—In the caption to your very fine photograph of Heathrow, "Overhead London" (December 2), you say it includes the spur motorway to the M6. Some spur! As the VC10 would fly (airways disregarded) the nearest point on M6 is some 115 miles to the north-west! Mind you, I approve of the principle. Indeed, what would be very useful is a motorway link between LAP and M1, to which M6 is to be joined. And while we're about it, a motorway link between LAP and Gatwick wouldn't be a bad thing either.

London W1

M. FRANCIS

*Information Officer, British
Road Federation*

[For the caption writer, a sharp spur.—Ed]

IN BRIEF

Air Cdre Allen Wheeler, whose letter on the presentation of the two Bristol Boxkite replicas to the Bristol Museum and the Shuttleworth Collection appeared in these pages last week, now adds a postscript: "The Avro Triplane IV which was also used in the film *Those Magnificent Men in Their Flying Machines* is now up for sale. Since this was also one of the earliest successful all-British aeroplanes to fly in this country it is hoped that it may be acquired by the Shuttleworth Collection. Every endeavour is now being made to find means of achieving this."

Mr D. N. Tattersall, 15 Eastwood Avenue, Wilmslow, Cheshire, who is writing a history of the Siskin fighter, would like to hear from pilots, groundcrew and former members of the design team. He would particularly like information on J8390, which was carried on a special gun platform in HMS *Repulse*, and on a Siskin flight which served in Ambala, India.

Flt Lt A. W. Price, IX sqn, RAF Cottesmore, Rutland, writes with reference to the air battle of December 18, 1939, when 24 Wellingtons from IX, 37 and 149 Sqns left their East Anglian bases to attack German warships off Wilhelmshafen and were intercepted by some 50 enemy aircraft; 12 of the Wellingtons failed to return and two crash-landed. "It was this battle," writes Flt Lt Price, "which proved that Bomber Command could not expect to fight its way through to its targets in daylight"; and he would be interested to hear from any members of the aircrews who took part in it.