

## LETTERS . . .

immaculate; the Spanish Air Force were using a CR32 for airshows up to five years ago.

**Fiesler Storch.** Examples were built in France, as the Morane 500, for at least five years after the war. Spares should be obtainable in France.

**Vickers-Armstrongs Wellington.** This aircraft has always been noted for its strong construction, and the engine manufacturers are still in existence.

**Hawker "Afghan" Hart.** This aircraft (I quote the RAF News) "is in the markings of the Royal Afghan Air Force. It has been completely refurbished by them . . . If it has been completely refurbished why not fly it?"

**DH.84 Dragon Rapide, ex-Dominie.** The RAF had better snatch one back from the Royal Navy before various sky diving outfits buy them all.

**Auster.** Has the RAF an Auster of the types used in World War II and Korea? I doubt it, and suggest chatting up the Army.

A suggestion that may shock some people: Has the RAF thought of swapping some of its Spitfires for other aircraft? How about a P-51 Mustang, or asking Canada for a B-25 Mitchell? (in fact, there is a Mitchell in fair shape at Vancouver BC Airport, owned by the RCAF Benevolent fund). At Manchester, New York, there is a P-47N—slowly vanishing. Then there is the P-40 Kittyhawk that was discovered by a Shell exploration team in the early fifties sitting in the Libyan desert; that Kittyhawk is RAF property. And I am told there is still a freighter high and dry on Skeleton Reef in South Africa with a crated deck cargo of lease-lend aircraft.

My personal feeling is that if an aircraft is not shown flying, or at least taxiing, as far as the general (money paying) public is concerned it might as well be made of *papier maché*. I have omitted mentioning the private museums, because without them and their infectious keenness things would indeed be grim for the conservationist.

I must point out I am ex-RAF and British, so please don't break off Anglo-American relationships on my behalf!

Washington DC, USA

J. A. T. TILLEY

## Pilot Unemployment

SIR,—Having recently completed an approved course for a CPL and IR, I have found that this basic qualification is no longer sufficient to gain one employment as a pilot. With the present surplus of pilots, airlines understandably are now taking on the more experienced men whereas before they would have given an opportunity to the newly trained ones.

This creates a vicious circle, the inexperienced being unable to gain experience and therefore never becoming eligible for employment. The experienced pilots, moreover, have a greater range of positions from which to choose, both here and overseas, while there is only a limited opening for the newly trained pilot; and even this is now being denied to him.

I have found that airlines also prefer Service pilots who, although more experienced, have not had the civil airline training which the flying schools give to their pupils from the beginning.

Leatherhead, Surrey

R. E. M. HOLMES

## Pikas and Jindiviks

SIR,—Mr Leslie Hunt, in a letter in your June 13 issue, stated that the GAF Pika C-1 is now preserved at RAAF Edinburgh, South Australia. This is incorrect, as the aircraft crashed on April 5, 1951, at Woomera during a slow-speed demonstration flight and was written off.

Pika C-2 (RAAF serial A93-2) is the aircraft that has been preserved by the RAAF. It is no longer at Edinburgh, as it has been taken over by the RAAF recruiting and display unit and is now at RAAF Laverton. An original Mk 1 Jindivik (RAAF serial A92-9) was recently put on display at Edinburgh.

As a matter of interest, a Jindivik (A92-418) that is operated at WRE Woomera recently broke the record



Two of the aircraft referred to by Mr R. J. Wiseman. Above is the Pika C-2 (A93-2) and, below, the long-service Jindivik (A92-418) at Woomera



for drone longevity (already held by a RAE Llanbedr Jindivik) by completing well over 100 sorties.

I am currently engaged in writing a book, due to be published during the first half of 1969, on the history of the Jindivik pilotless target aircraft.

Rosewater,

South Australia

R. J. WISEMAN

## IN BRIEF

The London Borough of Lambeth is seeking information about the Spitfire subscribed for by the people of the borough in 1940. Much is already known about the aircraft: e.g., it went into service on March 1, 1941, when it was delivered to No 39 MU, and crashed on July 23, 1944, the pilot being killed. Between these dates it was with Nos 66, 118, 152 and 19 Squadrons; 43 Group; 33 MU; 61 OTU; Central Gunnery School; 9 MU; and (again) 61 OTU. Dates at which the aircraft was with these units are known, as were the facts that it bore the serial P.8088, was named *The Borough of Lambeth*, and at some time in its career had the name *Bette* painted on the cockpit. Now sought are reminiscences from people who had any actual associations with this aircraft; photographs would also be welcomed. Letters to Public Relations Office, Room 11, Lambeth Town Hall, Brixton Hill, London SW2.

## DIARY

- Oct 31—RAeS and SBAC: Symposium, "European Aerospace Data Exchange," 4 Hamilton Place, London W1 (admission by invitation only).
- Nov 1
- Oct 31 RAeS Cambridge Branch: "The Battle of Britain Film," by Air Cdr J. Wallace; Cambridge University Engineering Laboratories, 8.15 p.m.
- Oct 31 RAeS Hatfield Branch: Film show, HSA Senior Staff Restaurant, 5.30 p.m.
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- Nov 4 RAeS Luton and Stevenage Branch: "Earth-resource Satellites," by G. K. C. Pardoe; Hawker Siddeley Dynamics, Stevenage, 5.30 p.m.
- Nov 4 RAeS Cranwell Branch: N. E. Rowe Competition; Whittle Hall, 8 p.m.
- Nov 5 Aviation Forum: "Market Research and Development," by a speaker from BEA; Eccleston Hotel, London SW1, 7 p.m.
- Nov 6-17 Kronfeld Aviation Art Society: Annual Art Exhibition, 74 Eccleston Square, London SW1.
- Nov 6 RAeS London Airport Branch: "Development of Maintenance Area at Heathrow," by K. Joyner; Senior Mess, Technical Block A, BOAC, London Heathrow Airport, 6.15 p.m.
- Nov 6 RAeS Swindon Branch: "The Handley Page Company," by Dr R. S. Stafford; The College, Swindon, 7.30 p.m.
- Nov 6 RAeS Manchester Branch: "System 24—New Concept in Manufacturing Processes," by J. Gregson; Fairey Engineering Sports Club, Derby Road, Heaton Chapel.
- Nov 7 Institute of Transport (West Middlesex Group): "Producing and Selling the RB.211," by K. J. Bhone and J. R. Wheatley; Centre Airport Hotel, Longford, Middlesex, 6.15 p.m.