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LETTERS (continued from page 561)

by heading straight across the main runway, I feel that the author and publishers might have pointed out that such approaches might not be favoured by the airfield owners—but, at least, the latter may now be able to Xlo something to control visitors.
What I find quite inexcusable are the detailed instruc-tions on how to locate the private hangars of individual owners and the workshops of various people who are storing or rebuilding vintage aeroplanes. This is an open invitation to trespass, and I regret the inevitable invasion of privacy which this ill-judged publication will provoke. I can only hope that any owners who suffer as a result will not assume that all enthusiasts' organisations are equally irresponsible.
Farnham, Surrey. j. A. BAGLEY, Vice-chairman, A ir Britain
[Mr Bagley enclosed with his letter a copy of the publication, a 50-page booklet. We can appreciate his concern—Ed]

Dundee by air

SIR,—Our sympathies are all with your correspondent Mr Ch. Leysen of Erbisoeul, Belgium (Letters, Sep-tember 18).
It was for just the reasons he gives that BUA intro-duced, on March 1, 1967, a luxury limousine service between Turnhouse Airport, Edinburgh, and the Angus Hotel at Dundee. The service connects in both directions with all BUA Interjet services between London-Gatwick and Edinburgh. Transit time between Dundee and Turn-house, allowing for a "flag stop" at Glenrothes, is Ihr 30min, so that BUA passengers are already at Dundee by the time your correspondent is "back to square one." Seats for the limousine are reserved at the same time as the reservation is made for the Interjet service, and the single journey fare is £1 per passenger. Mr Leysen and your other readers will understand that this service is available only to passengers flying by BUA. Incidentally, the scheduled total time from Victoria Station, London, to the Angus Hotel, Dundee, is only 3hr 49min.
Horley, Surrey E. F. BATES,
Sales Director, British United Airways

SIR,—I am sorry to hear of Mr Leysen's troubles in trying to reach Dundee by air. The city has been pressing for a sensibly-timed direct, daily jet service to London Heathrow for years, but BEA has steadfastly refused to operate one and British Eagle and Autair did not really succeed in their attempts. If he goes to Tayside again, I suggest he samples BUA's excellent Interjet service (BAC One-Eleven) from Gatwick, which provides for a limousine connection to Dundee on arrival at Edinburgh at an extra cost of £1 single fare. Journey time is approximately l|hr.
Horsham, Sussex E. c. WATT

The A-4F's Back-pack

SIR,—We noticed with interest the comprehensive report on military aviation in your August 14 issue, an excellent presentation no doubt resulting from a massive research project.
Knowing your pride in Flight's reputation for accuracy, however, I would point out for future reference a mistake in the McDonnell Douglas A-4F Skyhawk caption on page 255 which refers to a "saddle-back fuel tank."

The feature referred to actually is an upper avionics compartment, which facilitates the installation and easy maintenance of modern equipment contributing to the A-4F's tactical effectiveness. It is one of several evolu-tionary improvements in the Skyhawk, such as power increases, zero-zero crew escape capability, and addition

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of spoilers, all of which have kept the Skyhawk a prime attack aircraft.
While there has been consideration of incorporating extra fuel tankage in the upper fuselage area, no such tankage has been installed in production aircraft.
Long Beach, Calif w. E. MCKEE, Programme Manager, A-4 and Special Products,
Douglas A ircraft Co

Back to School for an "H " Licence

SIR,—Having just returned from flying helicopters in Australia after a period of flying Royal Navy egg-beaters (total, 3,300hr) I am told by those chaps at the BoT that I have to take all the BoT technical examinations to obtain a British Commercial Pilot's Licence (Helicop-ters).
The examination for the CPL(H) is the same as for CPL (Aeroplanes) so I have to learn a stream of in-formation which I will never ever use. Now surely the Civil Service hasn't retreated that far in the two years that I have been away. Why not give some recognition of a person's experience?
After seven years flying helicopters (accident free) in every conceivable type of job except crop spraying, surely I can cope with meteorological conditions, navigate and know why the rotors rotate, without taking more exams, to prove it. The Australian CPL(H) exams are based on the English ones anyway—except for air law and flight planning, which, of course, are different.
Rugeley, Staffs j. M. BELL

Radio Eavesdropping

SIR,—Mr G. Holmes (Letters, September 18) leaves readers with the impression that licensed radio amateurs are disclosing flight information supposedly heard on their receivers.
It is an offence under the Wireless Telegraphy Act for anybody—licensed radio amateur or holder of an ordi-nary broadcast licence—to listen to transmissions other than those designed for broadcast entertainment. Cer-tainly no licensed amateur would endanger his licence, which he has worked hard to obtain, by such irres-ponsible conduct. • -
Mr Holmes' informant might have been an unlicensed "pirate," over whose behaviour nobody could have any control.
London WCI SYLVIA MARGOLIS,
for Radio Society of Great Britain

IN BRIEF

For a University of Reading investigation, Mr Alan J. Burgess (1 Weald View, Frittenden, Cranbrook, Kent) seeks suggestions on possible applications of the airship — e.g., for scientific or other research, and whether it has advantages over other means of transport.

DIARY

Oc t 10-13 RAeC and Malta Gozo Air Service: Malta Rally.
Oc t 14 SLAET: Oxford Area Group: "Design of Homebuilt Aircraft,"
by L. R. Jenkinson; 7.30 p.m., Examination Hall, Oxford Airport.
Oc t 15 Institution of Electronic and Radio Engineers (South Midland
Section): "Telemetry of Flight Testing for Concorde," by a
speaker from BAC; 7 p.m., Government Communications Headquarters, Benhall, Cheltenham.
Oc t 15 RAeS Bristol Branch: "Flying Qualities of Civil Jets," by D. P.
Davies; 7 p.m., Queen's Building, University of Bristol.
Oc t 15 Institute of Transport (West Middlesex Group): "Paris Roissy,"
by M Albouy and M Andru; 6.30 p.m., Centre Airport Hotel,
Bath Road, Longford, Middx.
Oc t 15 Aviation Society of London, "Gliding Today," by Cdr J. Stanley:
and film, "Sixty Flying Years": 7 p.m., Kronfeld Club, 74
Eccleston Square, London SWI.
Oc t 16 Institution of Electronic and Radio Engineers (Southern
Section): "The Aero Engine Scene," by Dr S. G. Hooker: The
Guildhall, Portsmouth. (Tickets required.)
Oc t 16 Institution of Electronic and Radio Engineers (Aerospace,
Maritime and Military Systems Group): "Review of Soviet
Space Programmes," by Sqn Ldr R. C. Travis; 6 p.m., 8-9
Bedford Square, London WCI.
Oc t 18 Blackpool Rotary Club: 60th anniversary air display, Blackpool
Airport.