FLIGHT International. 18 December 1969 963

previously been given is, I think, nothing short of
alarming.
I would like to think that the very low collision-rate
involving general-aviation aircraft in this country—at
least in controlled airspace, as this accident was—was
due almost entirely to efficient ATC. Outside controlled airspace the situation takes on a slightly different light, in that the captain is not necessarily given prior warning of aircraft in his vicinity. The responsibility for collision avoidance must therefore lie entirely with him, and (through lack of anything better, or more practical on a cost-effectiveness basis) he relies on the see-and-be-seen principle.
However, to transfer the same principles to modern fully equipped commercial aircraft is to return in time to the days of canvas, string and a good deal of faith. The report maintains that "visual detection backed by radar will continue to be the basic means of collision avoidance." Would the interests of aviation not be better served if the situation were reversed—radar surveillance backed by visual watch?
This estimation may be entirely misguided, but I cannot help feeling that each investigation has an aura of complacency which resolves nothing, and does little to further the cause of aviation on either side of the Atlantic.
Glasgow W2 COLIN j. CLARKSON

Concorde and Supersonic Booms

SIR,—As you know, one of the most important decisions to be made early in 1970 is whether or not supersonic flight will be allowed overland by Concordes or other SSTs. In this connection I would be grateful if any of your readers would supply the answers to the two following questions: —
(1) Assuming the aircraft is flying level at not less than 50,000ft, what is the minimum speed that will produce an audible boom? I understand this will be in excess of Mach 1.15 (760 m.p.h.) and not Mach 1, as many of us used to assume?
(2) Would the intensity of the boom be increased, or not, with the speed of the aircraft?
In other words, is it possible that supersonic flight might be allowed overland at 55,000ft at, say, Mach 1.5, but not acceptable at the maximum of Mach 2.4? 1 am sure many feel that our export market depends very much on the answer.
As a very old reader, may I take this opportunity to congratulate you on your recent Diamond Jubilee number?
Torquay, Devon STANLEY BLAKE

On Top of It All

SIR,—I noted and extracted Flightcolour No 20, which was a photograph of an Avro Anson, and pasted it in my office. On a closer look I noted the registration, N4877, which somehow rang a bell. On checking some of my old photographs, I came across the picture below, the top aircraft registration being N4977 (fading memory!). The history of this is as follows:
I was an instructor at the RAAF base at Geraldton (No 4 SFTS). When I was making an approach to the

airport, at the moment of touchdown N4977 landed fair and square on top of me. The result: two extremely bent "Aggies." Luckily no one was hurt and, being nice kind old ladies, the aircraft did not burn.
I still have a very soft spot for Aggies, as I flew them both during the war as an instructor and in the immediate post-war period in the early re-development stages of RPT services in Western Australia (3,500hr). Perth, Western Australia c. M. SMITH, Operations superintendent,
Mac.Robertson Miller Airline Services

Non-flying Captain?

SIR.—Uncle Roger, who I am sure gets paid what he is worth, is lately consumed with jealousy over pilots' salaries and has come out with some of the biggest inexactitudes I have read for some time.
Take his statement re BOAC pilots: "They don't have to do any radio or navigation. The crew do it." Someone ought to gently break to the dear man just how long ago BOAC did away with navigators and radio officers. Then, according to him, all the flying a pilot has to do is to take off and land. What about the bit in the middle, dreamboat? AH that nasty old steering? And when something goes bang, Uncle Roger is very glad of that overpaid old pilot up front.
As for that swimming pool and beautiful bird lark, how about long nights in monsoons, mosquitoes, gyppy tummy and Indian customs officers?
While I'm on an anti-Roger jag, lay off the ITs, buster. I've just come back from a couple in the Mediterranean and they were full of French, Germans and Scandi-navians, and no one in their countries seemed to mind them going. No Russians, mind you. That gives me an idea—oh well, don't suppose he'll go.
33 Alfred Road, o. ABRAHAMS, Birchington, Kent Captain

Vintage Variety
SIR,—In most periodicals, including Flight, we read a lot about the interest and activities of other countries in the vintage-aircraft scene.
Don't let's forget the English scene. Apart from all the better-known collections and aircraft, we have at Booker the following aircraft for overhaul, repair or just everyday flying: —
Biicker Jungmeister Spitfire Mk 2
Moranc-Saulnier 230 Avro Anson I
Morane-Saulnier Type N, 1914 Yak 11
Fokker Eindekker, 1915 Fiesler Storch
Four Tiger Moths Rapide
J 3 Piper Cub Puss Moth
Piper Vagabond Leopard Moth
There are, also, among our resident aircraft no fewer than 18 different types. Since my company started busi-ness in 1945 we have overhauled aircraft of 86 types. Can anyone beat this?
Wycombe Air Park, PERSONAL PLANE SERVICES LTD, Marlow, Bucks D. E. Bianchi, Director

The two Ansons referred to in Mr Smith's letter DIAR Y

Dec 17 Aviation Society of London: Discussions, "Escapes and Evasions,"
by Gp Capt W. S. O. Randle; Kronfeld Club, 74 Eccleston Square, London SWI.
Dec 17 Start of BP England-Australia Race, Gatwick Airport.
Dec 17 Institution of Electronic and Radio Engineers (Management Tech-niques Group): Discussion, "More Engineers in Management?",
to be opened by Gp Capt C. K. Street, J. W. Bessant and D. W Bradfield; 6 p.m., 9 Bedford Square, London WCI.
Dec 17 RAeS Belfast Branch: "Eye Witness of Three Wars—Air Power in Malaysia, Vietnam and the Six-day War," by R. R. Rodwell;
7 p.m., Ashby Institute, Stranmillis Rozd, Belfast.
Dec 17 RAeS Brough Branch: N. E. Rowe Medals competition; Training Department, Lecture Theatre, Hawker Siddeley Aviation, Brough.
Dec 18 RAeS Isle of Wight Branch: Film show; 6 p.m.. The Clubhouse, BHC Sports Club, East Cowes.