FLIGHT International, 27 April 1972

Spinning in Safet y

SIR,—Mr Robert S. Scott raises a good point in his letter (April 6) about use of the turn needle in spin recovery for determining which way rudder should go. It is not strictly relevant to light aeroplanes, which are reluctant to spin inverted, but much more so to sexier high-performance fighters. I, therefore, missed it out deliberately in my article but, on reflection, I think that it would be a good rule to observe in light aeroplane spin recovery after all. The turn needle would be vital in an inadvertent spin in IMC. Thank you, Mr Scott.
A good question has also been asked about why much lower indicated stalling speeds are achieved in fast approaches to the stall than those at Ikt/sec or less. The reason seems to be that a fast pitching motion (without applied g) close to the stall gener-ates momentum that carries the aeroplane through to a larger angle of attack faster than the separation of flow (and associated stall symptoms) can run forwards from the trailing edge of the wing. Thus the aeroplane reaches a large angle with higher drag and decelerates to a lower speed before the symptoms
can occur.

There could also be an associated change in pressure errors at the larger angles of attack caused, with some pitot heads, by picking up a component of dynamic pressure in the static pressure holes. Redhill, Surrey D. STINTON, Airworthiness Division,
Civil Aviation Authority

Wind getting Weaker?

SIR,—So Roger Bacon has managed to get in another of his cracks about airships and headwinds. No doubt he is quite right, but there is one thing I don't quite understand.
The record of the Graf Zeppelin and Hindenburg was amazing. Between them they carried out 181 Atlantic crossings, carrying over 294,0001b of mail and freight and more than 16,000 passengers. All this was between 1929 and 1937, when weather fore-casting was in its infancy.
No scheduled flight was ever cancelled or un-completed because of headwinds or any other reason. The worst delay on the four-day voyage was 15hr, and the Hindenburg departed on schedule several times when all commercial aeroplane services were suspended because of the weather.
Perhaps this was due to intelligent use of pressure-pattern navigation, but perhaps not. Maybe the winds were not so strong in those days.
Nutley, Sussex ALAN MORRISS

Keeping Veterans Flying
SIR,—I am informed that the veteran aircraft belonging to the Hawker Siddeley Group are passing into the hands of the Royal Air Force Museum and will never be flown again. Two of these aircraft, notably the Hawker Hart and the de Havilland Cirrus Moth G-EBLV are, I understand, in excellent flying condition. It seems a great shame that they should not go or, at least, be lent to some organisa-tion like the Shuttleworth Trust who could maintain them and fly them until they became no longer air-worthy, when the RAF Museum would be the most suitable final resting place for the Hart at least. The presence of the Moth G-EBLV in a Service museum is questionable since, as far as I know, the RAF never used Cirrus-engined Moths.
I hope that those people who are interested and concerned in the preservation of old aircraft can bring influence and pressure to bear in the right direction before it is too late to prevent these machines being prematurely grounded.
Zurich, JOHN M. GREENLAND Switzerland

I N BRIEF

The RAF Association annual conference is to take place in Ostend, Belgium, at the Casino-Kursaal, from May 12-14. The conference is to be opened by the British Ambassador in Belgium, Sir John Beith.

J. N. R. Davidson is compiling the history of the Handley Page Hermes and would like to hear from anyone connected with the type, in particular the aircraft operated by Airwork Services, Air Safaris, Air Links and Falcon Airways. Photographs also welcome. Replies direct to Mr Davidson, please, at Blaise Cottage, Clifton, Rugby, Warwicks.

Mr C. A. Macartney writes telling us of the 1972 Alan Cobham Prize, the subject of the essay this year being "An appraisal of current flying training methods." Requests for rules of the competition should be sent to the Clerk of the Guild of Air Pilots and Air Navigators, Alitalia House, 251 Regent Street, London Wl, before August 4.

After a highly successful 25th reunion in February, the secretary of 28 Sqn Reunion Association would be pleased to hear from ex-members of the squadron, and in particular news as to the present whereabouts of "Duggie" Wakefield, Bob Steppard, Roger du Boulay, Fg Off Lloyd and Fg Off Hines. The secretary is G. W. Sims Esq, 70 Hangleton Valley Drive, Hove 4, Sussex.

Mr Peter Scott of New Barnet, Herts, writes telling Flight that two 50-year-old Martinsyde motor cycles are going to be ridden some 2,000 miles to inspect the Martinsyde F.4 Fighter kept at Luonetjarvi in central Finland. This is the only Martinsyde aircraft left out of several hundreds built at Woking and Brooklands during and just after the First World War. A small number formed the nucleus of the Finnish Air Force in 1922 and the last remaining one has been meticulously restored by the present air force. The expedition leaves Woking on July 2, reaches Luonetjarvi on July 7 and returns to London on July 10.

DIARY
May 1-3 FAA: 4th Annual National Aviation System Planning Review Conference; Washington DC.
May 1-5 Institute of Electrical and Electronics Engineers: National Telemetry Conference; Houston Shamrock
Hilton Hotel, Houston, Texas.
May 2-6 Transport 72 exhibition; Johannesburg, South Africa.
May 3 RAeS Southampton Branch; "Accident Investiga-
tion," by Capt V. A. M. Hunt; 8 p.m., Hamble College
of Air Training.
May 3 Chartered Institute of Transport, Metropolitan Section:
conference, "Marketing in Passenger Transport";
Main Conference Hall, Gardening Centre, Syon Park,
Brentford, Middx.
May 5-7 Channel Islands, Jersey Aero Club: International Air Rally; Jersey, CI.
May 5-7 Thunderbolt Pilots Association: 10th annual reunion; Sheraton San Antonio Motor Inn, San Antonio, Texas.
May 7 Barnstormers: Doncaster air display.
May 8-12 International Instrument, Electronics and Automation Exhibition; Olympia, London.
May 8-12 Aerospace Medical Association: 43rd Annual Scien-tific Meeting; Bel Harbour, USA.
May 9-19 International Mechanical Handling Exhibition; Earls Court, London.
May 10 International Air Fair; Biggin Hill, Kent.
May 10-11 RAeS Spring Convention: "Managing to be on Time— a Total System Approach in Aircraft Operations";
further details from the secretary of the society.
May 11-15 International Used Aircraft Show: Baden-Baden, West Germany.
May 15-17 Institute of Electrical and Electronics Engineers: Aerospace Electronics Conference; Sheraton Dayton
Hotel, Dayton, Ohio.
May 15-19 National Fire Protection Association: 1972 Aviation Seminar; Marriott Motor Hotel, Philadelphia.
May 17 Institute of Navigation: "Long-haul Airlines and
Satellite Communications;" by J. O. Clark; 3 p.m..
Royal Aeronautical Society, 4 Hamilton Place, London
W1

May 17-19 Airlines Electronic Engineering Committee: spring general meeting; Queen Elizabeth Hotel, Montreal,
Canada.
May 19-21 Biggin Hill Air Show: Biggin Hill.
May 20-22 Experimental Aircraft Association: European meeting; Annecy-Meythet, France.