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Letters

FLIGHT International, 20 June 1981

Holidays abroad for disabled Servicemen
SIR—This year the Royal Air Force
Benevolent Fund has donated many
thousands of pounds to homes and
institutions in aid of the International
Year of the Disabled. However, it
now seems that there may be a gap in coverage—which, if the need is proven, will be rectified at the earliest opportunity. I refer to the availability of suitable holiday accom-modation abroad, specifically designed for use by 100 per cent disabled ex-RAF personnel of all rank s or by those who have served in the RAF or are still serving who have very severely disabled members of the family. The bungalows will be of a very high standard.
The question is: is there a need for such a facility? Would those so entitled take advantage of a holiday

of two weeks duration at any time of the year in such countries as Cyprus or the Canary Islands, where sun-shine can almost be guaranteed year round? The cost would be little more than the cost of the return flight, and of course nursing attendance would have to be self-provided. There will be no rental charge and a free car will be permanently on site.
We would like to hear from any-one who feels that there is a need for such a facility. Please write to me at once at the address below. If the need is proven the Fund will take immediate steps to give it its full backing.

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GORDON C. SYKES

Round the world by balloon—definition needed
SIR—In "Private Flight" for April 11,
referring to Max Anderson's round-
the-world balloon attempt, you state:
"The rules of a round-the-world
attempt say that a landing en route
is allowable provided the balloon takes off again from a position on the same longitude."
. If Max Anderson succeeds in his current "circumnavigation" it will in-deed be a remarkable and unique achievement. However, we would question whether flying round the world piecemeal (i.e. Atlantic in 1978, Continental USA in 1980, Egypt to India in 1981, etc) using several

different balloons and not even neces-sarily taking off from the same lati-tude, really constitutes a true round-the-world flight.
We would like to point out that there are at present no internation-ally agreed rules nor definition for a round-the-world balloon flight. The matter is currently being considered by the Balloon Committee of the FAI.

British Balloon and
Airship Club
Kimberley House
Vaughan Way
Leicester

JULIAN NOTT
Vice Chairman

The last of the Soyuz vehicles
SIR—Your Soviet spaceflight corre-
spondent seems to have misunder-
stood Leonid Popov's statement that
Soyuz 40 was the last of the Soyuz
ships to fly (Flight, June 6, page
1705). Soyuz 40 was the last of the Stoyuz vehicles, since it has now been superseded by the Soyuz T variant which has so many changes incor-porated within its design that the Soviets have classed it as an entirely new spaceship.

The Soyuz T spaceships will form the ferry vehicles of the next genera-

tion Salyut station (although it can be used to less than its full potential with Salyut 6). Soyuz T ships will probably carry two or three cosmo-nauts, as the situation dictates on these' flights. The Soviet/French spaceflight will use a Soyuz T next year for that flight.
Incidentally, Kovalenok an d Savinykh landed in Soyuz T-4, not Soyuz T14, as stated in your article. 60 Denshaw Grove NEVILLE KIDGER

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Surviving pioneer ejectee
SIR—In your issue for May 23, on page 1560, you mentioned details of "early ejections." As I have been in-terested in this topic quite a while, I
am pleased to inform you that Mr Pancherz is now living in Sweden. Besides that, I would like to draw your attention to a new publication released by Prof Siegfried Ruff, former director of the Institut fur Flugmedizin in Bonn-Bad Godesbeg, which can be obtained from Wissens-

chaftliches Berichtswesen, Linder Hohe, D-5000 Koln 90. The title is Entwicklung und Bau von Schleuder-sitzen in Deutschland 1938-1945 (De-velopment and Manufacture of the Ejector Seat in Germany, 1938-1945). I think that this would be a very im-portant source for all who are in-terested in the true story of the de-velopment of ejection seats.
Pfarrgasse 3, HORST VOIGT D-7777 Salem-Weildorf

LFtLOEKnr

Troublesh°°ter

SIR—Through the medium of your columns I should like to invite a reply from United African Airlines of Tripoli, Libya, as to why salaries for three former CL-44 crewmembers are still unpaid after ten months.
On August 14, 1980, myself and two crewmembers were given immediate notice by the company. No reason was given, and, more importantly, no salary was paid. An employment con-tract was in force at that time, stat-ing that one month's notice would be given by the company. However, it was with some difficulty that we were allowed to leave Libya. We were wil-fully delayed for sufficient time for us to miss the daily London Libyan Arab Airs flight, and were forced to pay part of our journey home (again, in contrast to the contract).

Subsequent letters and telex to Tripoli have invoked only sketchy replies like "There's no one in the office."

I should be grateful if this letter could be published. It may make others aware of the hazards of work-ing for this company. Perhaps their chief pilot, Capt Dan McCarthy, may care to comment!

10 Marions Way M. PORTER Exmouth Loadmaster Devon

[Although United African Airlines were notified of Flight's intention to publish the above and given the opportunity to reply, the airline has not done so.]

IN BRIEF

• The Goldfish Club was founded in Novembe r 1942 by Charles A. ("Robbie") Robertson for any Allied Air Force airman who had saved his life by using an emergency dinghy or his "Mae West" lifejacket. Anybody eligible or interested in joining should write to the secretary, Colin Browne, 2 Bream Close, Marlow, Bucks SL7 2BB.

• Air Training Corps Squadrons in Warwickshire and Birmingham Wing want to contact as many of their ex-cadets as possible as part of their efforts to mar k the 40th anniversary of the formation of the ATC in 1941.

It is hoped to organise reunion func-tions this year. Ex-members should contact Wing HQ on Warwick 44291 or write to Fit Lt J. Dawe at 28 Jury Street, Warwick.