

19-22 June

Kehl Air Show
Kehl, Germany
info@aero-club-kehl.de

14-17 July

International Air & Space Symposium & Exhibition
Dayton, Ohio, USA
Tel: +1 703 264 7530
merries@aiaa.org
www.aiaa.org/dayton2003

18-20 July

Royal International Air Tattoo
RAF Fairford, UK
www.airtattoo.intheuk.com

5-9 August

Pioneers of Flight Exhibition
London, UK
Tel: +44 20 7670 4300
www.aerosociety.com

19-24 August

MAKS Airshow
Moscow, Russia
www.maks.ru

30 August-1 September

Canadian International Airshow
Toronto, Canada
admin@cias.org
www.cias.org

8-12 September

Aerospace Conference and Exhibition
Montreal, Canada
Tel: +1 604 473 9664
info@aerospace-na.com

9-12 September

WAEA
Seattle, Washington, USA
www.waea.org

Defence Systems and Equipment

International
London, UK
bob.munton@dsei.co.uk
www.dsei.co.uk

13-17 September

Air Force Association Convention
Washington, DC, USA
www.afa.org/events/2k3conv.asp

14-17 September

ACI-NA 12th Annual Conference
Tampa Bay, Florida, USA
Tel: +1 202 293 8500 ext 3019
apeters@aci-na.org

17-19 September

ERA
Dublin, Ireland
Tel: +44 1276 856495
www.eraa.org

For a full list of events see
www.flightinternational.com

Flight International welcomes letters on any aspect of the aerospace industry.

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The opinions on this page do not necessarily represent those of the editor. Letters must have a name and address and must be no longer than 250 words.

Build aircraft, not runways

The article "Paving The Way" (*Flight International*, 3-9 June) reviews the projected needs for airports in the USA and assumes that the only solution is to increase the number of runways. Surely an alternative would be to develop new aircraft with exceptionally short take-off and landing capabilities (ESTOL) and combine these with the capabilities of steep angles of climb and descent. An essential feature of such aircraft is their ability to fly at low speeds which would be the most effective way of reducing noise during all phases of flight close to airports.

Such aircraft would require either long wingspans, high-lift coefficients or a combination of both. In general, long wingspans are not the answer since they restrict maximum speed. New advances in high-lift wing technology are available, why not use them?

If BAE Systems held the patents on such developments, this could pave the way for a new take-off.

Richard Adkins
Square One Consultants, Child Okeford, UK

Landing at a suitable airfield

I was interested to read (*Flight International*, 20-26 May) about

AFTERMARKET

Stick to OEM spares

Anthony Mullard's reasoning ("PMA spares the equal of OEM", *Flight International*, 3-9 June) is perhaps a little biased.

I too worked in the repair and overhaul business for several years, for companies on both sides of the fence, for an approved parts manufacturer (PMA) and strict original equipment manufacturer (OEM) spares purchaser.

Was it not a PMA manufactured burner that was the cause of the Manchester accident some years ago, when a British Airways Boeing 737 suffered a ruptured burner can which ignited fuel and caused the death of several passengers?

I feel that in non-critical areas (if there is such a thing in an engine), PMA parts are acceptable, but where structural integrity, containment and life-limited parts (LLPs) are concerned, the OEM parts should be adhered to. It is true that airlines can save large amounts of money by buying PMA parts, but it only takes one part to fail and cause an uncontained failure, and the total warranty on the engine will be invalidated as far as the manufacturer is concerned.

PMA has its place in the industry, but not at the total exclusion of the OEM.

Eric Walmsley
Aviation Parts UK, Ascot, UK

pilots being given discretion on extended-range twin operations (ETOPS) diversion decisions.

As a former long-range twinjet pilot, I often decided that in the event of an engine failure, it would be preferable to keep going to an airport well equipped with instrument landing systems rather than carry out a night non-directional beacon/circling approach somewhere far less suitable.

John Faulkner
Department of Aviation, University of New South Wales, Sydney, Australia

Air shows are fun to attend

In your Comment "Wrong to say no" (*Flight International*, 6-12 May), about the USA scaling back its presence at the Paris air show, you ask why air shows are so busy. You also wonder why companies' chalets are such a popular venue.

It is my pleasure to give you the answers. First, people all over the world like to go to air shows because they mostly give the spectators a lot of fun and spectacle. A lot of business people like to go abroad for such an occasion.

Secondly, about the busy chalets: there they serve free drinks and food, sometimes there are goodies available and one can rest there after long walks, at the same time watching the flight demonstrations from a top spot.

Henk Heiden
Oosterhout, The Netherlands

Flying in darkness

You say in "Seeing clearly" (*Flight International*, 6-12 May) that darkness is one of the worst enemies of pilots.

You cannot be more wrong. After 12 years in the Swedish air force and 30 years as a flight officer and captain for Scandinavian Airlines, I believe I know what I am saying.

I have on occasions when my runway visual range (RVR) has been below the minima waited for my trusted friend darkness, knowing that in pitch dark the RVR will be much better for the same weather conditions.

Statistics show that flying during the months of darkness is much safer than at other times of the year. Terrain awareness is improved by the moon at all stages and is sufficient even during nights of starlight when the ground is snow covered.

Capt P Kristoffersson
Sweden

Just a minute

In the debate about kilometres and nautical miles, nobody has remarked on the unique and convenient relationship between the latter and aeronautical/marine charts – namely that 1nm=1 min of longitude.

Michael Badger
Chichester, UK