

CORRESPONDENCE

The Editor does not hold himself responsible for opinions expressed by correspondents. The names and addresses of the writers, not necessarily for publication, must in all cases accompany letters intended for insertion in these columns.

THOSE ELECTRIC PYLONS

[2904] The deplorable accident over the last week-end to the air liner in Belgium due to fog conditions raises afresh the problem of fog flying.

It does seem extraordinary that progress so frequently requires the stimulus of disaster to incite the powers-that-be into some semblance of activity. For years everybody has been going about saying that sooner or later aerial disasters will result from the erection of wireless transmitting stations and the use of high pylons conveying high-pressure electric current over the land, but one has to admit that nothing practical is done to meet this obvious menace.

Now that this unfortunate stimulus has been given to a reconsideration of the whole question, may I once again advance the proposition I put in various ways frequently in the past—that the only practical solution is to equip all obstructions such as high buildings, wireless masts, and the like, which are situated along well-determined commercial air routes, with a wireless transmitter of short range capacity, probably preferably of a very short wavelength, but whatever wavelength is adopted, a uniform one, and that all commercial aircraft should be fitted with a receiver tuned permanently to this wavelength with possibly both aural as well as visual reception. Then in cases of thick weather, just as street lamps when it becomes dark, these transmitters will be switched on, and the pilots of commercial machines would receive adequate warning automatically, and one which it would be easy to arrange that they could not ignore.

I suggest that the obvious development of this idea be that the machines themselves should be fitted with the same transmitter permanently tuned to the one wavelength so that the chances of collision between commercial aircraft flying in thick weather will be practically eliminated.

In a country such as America there are obviously no difficulties, if the idea is practicable, in carrying it into effect, but in Europe it means co-operation between a number of Governments if it is to be of any practical value whatsoever.

I have racked my brain to think of vested interests which might object to such co-operation, but no legitimate ones have occurred to me. Therefore, is it too much to expect that on a subject which is in everybody's interests, and which would not seem to hurt anyone, that an effort should be made with despatch unusual in these matters, to determine what is to be done, how it is to be done, when it is to be done, and then get it done.

If the League of Nations could accomplish this small practical contribution to the betterment of the conditions of mankind, I think they would have justified themselves.

E. C. GORDON ENGLAND.

London, S.W.1.

January 4, 1934.

THE AUSTRALIAN TERMINUS

[2905] In your Editorial comment of September 28, 1933, you discuss the choice of Cootamundra as the terminus of the England-Australia air mail service. The whole tone of your article is definitely against Cootamundra, and as I realise the benefits which will accrue if this town is retained as the terminus of the trunk line, I will put forward a few words in its defence.

There are two main factors which influenced the Federal Government in their selection of Cootamundra. The first is its important geographical position as the half-way centre between Melbourne and Sydney, and the second is its excellent natural aerodrome. At present the aerodrome is just under 120 acres, but it could be greatly enlarged by simply removing trees and fences. Moreover, there is a gentle slope from north to south, so that the draining is quite natural.

It must not be expected that Cootamundra will remain the final terminus for long. It will develop, providing the operating company which secures the tender realises its potentialities, into a great central airport with lines branching out to Sydney and Melbourne, and later to Adelaide and Canberra.

It will be seen, therefore, that the next move is for the

operating company. It should establish branch services to Melbourne and Sydney to cater for the passengers, both inward and outward bound, for the traffic will naturally be directed towards these two cities. It will only be a matter of time then till the Government entrusts it with the distribution of mails and subsidises it accordingly.

By employing Cootamundra as a central airport, a great deal of time will be saved, especially for Melbourne, Adelaide and Canberra.

It will thus be seen that Cootamundra has distinct possibilities as an airport, and I hope that this letter has given you a clear idea of the position.

K. A. MACKAY BALDRY.

Church Hill, Cootamundra,
December 5, 1933.
Australia.

PUBLICATIONS RECEIVED

Shell Aviation News. No. 30. Dec., 1933. W. Hill, St. Helens Court, Great St. Helens, London, E.C.3.

Illustrated Calendar for 1934. The Blackburn Aeroplane and Motor Co., Ltd., Amberley House, Norfolk Street, Strand, London, W.C.2.

Jane's All the World's Aircraft, 1933. Edited by C. G. Grey. Compiled by L. Bridgman. London: Sampson Low, Marston & Co., Ltd. Price £2 2s. net.

Light Alloys for Aeronautical Purposes with Special Reference to Magnesium. By Leslie Aitchison, D.Met., B.Sc., F.I.C. Paper read before the Royal Aeronautical Society, 7, Albemarle Street, London, W.1. Price 6d.

Bartholomew's Automobile Map of Eastern Europe. Edinburgh: John Bartholomew & Son, Ltd. Price 6s. net.

Map of the Middle East. Bartholomew's General World Series. Edinburgh: John Bartholomew & Son, Ltd. Price 6s. net.

Sur la possibilité de décollage et d'atterrissage des avions à l'aide d'une fusée. By M. Gustave André Mokrzycki. Gauthier-Villars, Quai des Grands-Augustins, 55, Paris.

Annual Report of the Board of Regents on the Smithsonian Institution for the Year Ending June 30, 1932. Superintendent of Documents, U.S. Government Printing Office, Washington, D.C., U.S.A. Price 70 cents.

Hotels in Great Britain: 1934. The Travel and Industrial Development Association of Great Britain and Ireland, Kinnaird House, 1, Pall Mall East, London, S.W.1.

Calendar of Events in Great Britain and Ireland: 1934. The Travel and Industrial Development Association of Great Britain and Ireland, Kinnaird House, 1, Pall Mall East, London, S.W.1.

Air Mail Labels (Etiquettes). Francis J. Field, Ltd., Sutton Coldfield. Price 3d.

International Index to Aeronautical Technical Reports. Prepared by The Society of British Aircraft Constructors, Ltd. The Royal Aeronautical Society, 7, Albemarle Street, London, W.1. Price 5s.

The Aeronautical Work of Lawrence Hargrave. By T. C. Roughley, B.Sc. Bulletin No. 19. Technological Museum, Technical Education Branch, Department of Education, Sydney. A. J. Kent, Government Printer, Sydney, New South Wales, Australia. Price 1s.

Something New Out of Africa. By "H.W." London: Sir Isaac Pitman & Sons, Ltd. Price 15s. net.

Diaries for 1934

Air Survey Co., Ltd., Hayes, Middlesex.
Derluft Deutsch-Russische Luftverkehrs-Gesellschaft, Lindenstrasse 35, Berlin.

1934 Calendars

Gale and Polden, Ltd., 2, Amen Corner, London, E.C.4.
The Chancery Printing and Stationery Co., Ltd., Gloucester House, Gloucester Street, London, E.C.1.

Smith, Greenfield and Co., 40, Borough High Street, London, S.E.1.
F. J. Parsons, Ltd. (Proprietors of *Hastings Observer*, *Bexhill Observer*, *Folkestone Herald*, *Sussex Express*), 329, High Holborn, London, W.C.1.

H. J. Ryman, Ltd., 183, Strand, London, W.C.2.

Air Taxis, Ltd., Air Port of London, Croydon, Surrey.

Saunders-Roe, Ltd., Cowes, Isle of Wight.

Noakes Brothers, Ltd., 16, New Street Square, London, E.C.4.

NEW COMPANY REGISTERED

J. GRANVILLE GRENPELL, LTD.—Brooklands Aerodrome, Byfleet, Surrey. Capital, £200 in £1 shares. Objects, to construct and rebuild self-propelled vehicles, manufacturers of and dealers in aeroplanes, boats, foundry work, etc. Directors: John Granville Grenfell, 30, St. Andrews Avenue, Sudbury, Mdx. John T. Risdon, Innisfree, Dropmore Road, Burnham, Bucks.

PATENT AERONAUTICAL SPECIFICATIONS

Abbreviations: Cyl. = cylinder; i.c. = internal combustion; m. = motors (The numbers in brackets are those under which the Specification will be printed and abridged, etc.)

APPLIED FOR IN 1932

Published January 11, 1934

19,945. R. J. McLAUGHLIN. Flying machines. (403,157.)
20,816. FAIRY AVIATION CO., LTD., and W. BROADBENT. Means indicating the angular position of an airscrew blade in its hub. (403,163.)
26,439. HEENAN & FROUDE, LTD., and G. H. WALKER. Variable-pitch propellers. (403,199.)

APPLIED FOR IN 1933

Published January 11, 1934

5,547. C. T. DELANEY. Supercharging of i.c. engines. (403,245.)
7,166. C. B. STRANDGREN. Feathering paddle wheels for aerodynamic purposes. (403,253.)
24,090. A. F. WALLIN. Jet device for propelling vessels. (403,343.)