

# 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.

## AIR MAILS

From the Viscount Elibank, D.L.

[2950] The decision of the Postmaster-General to inaugurate air mails between a number of cities in this country is a step in the right direction. Not only is it important as a direct contribution to industrial development, but also as establishing a principle which those of us who are interested in air development have been emphasising for some considerable time.

The efficiency of the air industry and, as a corollary, of our air defences, depends very largely upon the prosperity of civil aviation. Assured freight is the royal road to a solution of the problem, and the Postmaster-General himself has now stated that "in organising these new air mail services our hope is to make an important contribution to the development of aircraft and air efficiency in this country."

It is to be hoped, however, that he will without delay extend these benefits of air mail facilities at a low cost to all parts of the Empire.

A year or two ago serious objections were raised to internal air services. The success of the Inverness-Orkney experiment has been so overwhelming that all fears have been banished and the new services have been decided upon. I understand that three thousand letters a day have been carried on the Orkney route without any need of surcharge.

The success of the new routes now announced is inevitable. So also would be that of Empire routes—and I have urged repeatedly in the House of Lords that our air development must be regarded not as a national but as an Imperial necessity.

Might I suggest that the Postmaster-General should inaugurate an experimental Empire service of low mail rates between, say, England and the East African territories? He would find, I am sure, that the results both in finance and in industrial benefits would amply justify the sending of all mails to the territories by air.

Sir Kingsley Wood is to be congratulated on going as far as he has done, but he should not be satisfied until he has pursued his policy to its logical conclusion and given us a low flat rate for all Empire mails.

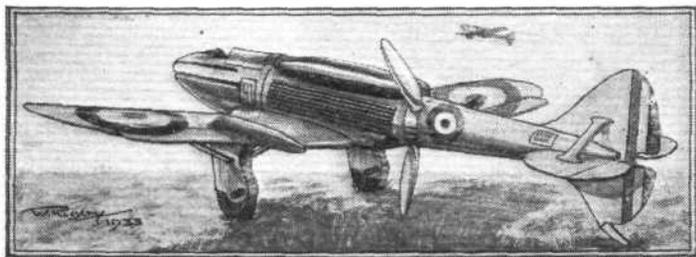
ELIBANK.

London, S.W.7.

## FIGHTING VIEW

[2951] Herewith a sketch which you may be interested to examine, especially as the general principle of a propeller of this type seems to have been tried already in Italy and the U.S.A. with interesting results.

Though doubtless open to many points of severe criticism, I drew this some time ago as an attempt to visualise the perfect interceptor!



Visibility is at its highest, and the pilot would go into action with the cowling at his back drawn over his head, thereafter operating, and firing, through double eye lenses, or binoculars. The armament would be machine guns in pairs, two firing forward and two out at tail (note rudder cut away); in addition to forward M.G.s there is a pair of heavier calibre guns, or incendiary rocket tubes against airships. Finally, from two vents connected with exhausts, either a smoke screen or a gas attack could be made, the same being rendered all the more effective by the curtaining effect produced by being whirled into stream through prop.

## THE DEATH OF MR. H. GLAUERT

The British aviation world was shocked to read in the newspapers of the untimely accident which caused the death of Mr. H. Glauert near Aldershot last Saturday. Mr. Glauert, his wife and three children were watching the Royal Engineers blowing up tree stumps, and a piece of wood hit Mr. Glauert

The undercarriage semi-retracts, but the foils are not necessarily intended to represent, especially in their present perspective, the last word in proficiency!

W. RIGBY.

Streatham, S.W.16.

## A CORNER TURNED

[2952] Your editorial under this title reminds me that on December 13 last I ventured to suggest in a letter you were good enough to print, that the inauguration of the air route to Australia should coincide with the establishment of the practice of sending all first-class mails by air at a low flat rate.

This idea does not sound quite so far-fetched now as it did then, in view of the enterprise of the P.M.G.

The recent announcement that the P.M.G. has appointed Rear-Admiral Sir Murray Sueter, M.P., and Major General Sir Frederick Sykes to the Post Office Advisory Council to act as members of the Air Mail Panel of the Council is almost too good to be true.

December has been announced as the earliest date we can expect the first Australian Air Mail to leave Croydon, so there is still time.

The air liner, or liners, making this historical flight may carry a heavier Christmas mail than anyone could have dared hope for twelve months ago.

W. L. NAYLOR.

Marlow, Bucks.

## THE PERSONAL ELEMENT

[2953] In *Flight* of July 26 your leader, under the heading of "Decontrol," deals with the Report of the Gorell Committee.

You say: "The Report points out that by far the greater number of accidents result from causes which have nothing to do with design or construction of the aircraft." This may be true. If it be true, surely it is due to the rigid legislation in force and the close inspection exercised by the Air Ministry and the A.I.D.

Whilst deploring "red tape" and the certain amount of hindrances to design, it must in fairness be confessed that it has done its share in placing the British aircraft and engine in an enviable position as regards reliability.

Bognor, Sussex.

REGULAR READER.

## IRISH MONOPLANE TESTED

From Mary Lady Heath:

[2954] I beg to reply to the letter signed by "A Licence" in your issue of July 26. In this he states that "It is doubtful whether a C. of A. would be renewed for this machine in England, taking all the circumstances of the case into consideration. As up to the present the writer has never known of any of the strict detail inspection which is to be found across Channel, and called for by the A.I.D. before certificates are recommended by them. Finally, no aircraft or aero engines have been designed or built in Ireland that could fly, except Harry Ferguson's of the old days."

In reply I would like to state that to my detailed knowledge the controlling body in Ireland is as severe, if not severer, than the English A.I.D. I have actually a case under my hand in which a part of a machine passed out by the A.I.D. in England has been condemned as unairworthy by the Asst. Aeronautical Engineer under Industry and Commerce. This has cost me several pounds of expense.

G. MARY HEATH.

Dublin.

[On the same subject we have received a letter from our Dublin correspondent, who points out that when Mr. Joseph Gilmore crashed his Civilian Coupé the machine was wrecked beyond repair, the whole of the fuselage was re-designed, and it was not a question of a renewal of a C. of A. but of a C. of A. for a new machine. Our Dublin correspondent further states that he does not remember one accident in the Irish Free State which could be attributed to faulty workmanship or careless inspection.—Ed.]