

# Correspondence

The Editor of "Flight" is not necessarily in agreement with the views expressed by correspondents in these columns. Names and addresses of writers, not for publication in detail, must in all cases accompany letters.

## Executive Comfort

NOT so many years ago flying by the seat of the pants was a general, if mildly uncouth, way of aviating. But as "Executive Pilot" remarks in your December 23 issue, there is no need for that sort of thing in the air today.

We are being as couth as we can in planning the BEAGLE range of executive and light aircraft. People's basic feelings are being carefully considered in the design of seating: at bottom there can be no excuse for numbness in this matter.

We are also making sure that pilots and passengers will be able to see—as well as be—out and about more than before. We hope that they will at the same time be able to keep their feet as warm, or their heads as cool, as they may desire.

Ladies are, of course, always in the forefront of design-thinking. We believe that Beagling is now becoming a popular feminine, as well as male, pursuit. Irrespective of the way she may be dressed, we trust that no lady will be in the least embarrassed by a BEAGLE.

London W1

PETER G. MASEFIELD,

Managing Director, British Executive & General Aviation Ltd

## Fuel Duel

BY regretting that fuel technologists have not "answered" Lord Brabazon's claims [about the superior safety of kerosine in certain types of accident] made during a recent BBC *Panorama* programme, Mr Colbourne [December 9] seems to imply that these claims are invalid. Will it make your correspondent feel any better if I point out that there was a fuel technologist present at the demonstration? I shall be glad to effect an introduction if so desired.

Mr Colbourne should also know that other fuel technologists, and very eminent ones such as A. R. Ogston of Esso Export and E. L. Bass of Shell, have over the years made claims identical to those of Lord Brabazon.

I, too, am unhappy that we should have used television to remind the public of the fire hazard associated with air travel. But a desperate situation requires a drastic remedy: can Mr Colbourne suggest a more effective means of trying to stop airlines using JP-4 fuel?

Harpenden, Herts

J. W. RICKARD

## Montreal's New Airport

ON December 2, Sabena opened its Brussels - Mexico City service with Boeing 707 OO-SJE. The flight calls at Montreal, a Great Circle route with traffic rights which is only 14 miles farther (in 6,200 miles) than the direct crow's flight distance.

Montreal's new airport at Dorval was opened on December 1, and OO-SJE was the first Sabena flight—and the first Boeing—to transit the place. The kindest and warmest comments one can make about the new Dorval is that it is unfriendly in atmosphere and inefficient in action.

Transit is scarcely understood, involving the traversal of fully one mile of garish, brick-lined corridors which no prisoner could tolerate for long in his gaol, to reach a woman medical officer who checks vaccination certificates.

The actual main concourse has its brighter features, but the grim corridors and garish lighting make the whole aspect of Dorval an unattractive one. A passenger coming from even the most closely parked plane in transit must cover two miles on foot in the 45 minutes allowed (be it the small hours of the morning), and with the queue to file past inspecting authorities there is no time to reach the coffee shop before recall.

When the Sabena Boeing left for Mexico, its two covered gangways, fore and aft, carried different destination boards. The so-called "electric destination indicators," a vaunted efficiency measure, pointed out that 1st class passengers in the front of the plane were joining TCA flight 667 to London, while tourist class at the rear were entering Sabena flight 555 to Mexico!

Montreal Dorval, close to the famous city of IATA and spiritual home of so many airlines, has only succeeded in being a larger, brasher copy of American major airports, and so far it lacks the efficiency of operation which makes them work so well.

London SE25

K. WESTCOTT JONES

## Living History

IN your Correspondence column of May 2, 1952, a letter appeared headed "Living History," in which it was pointed out that the Imperial War Museum Spitfire R6915 was (and for that matter still is) wrongly camouflaged.



Spitfire R6915 in its true camouflage scheme (see "Living History")

This letter led to quite an intensive search on behalf of the museum, but it was not until a few weeks ago that the final facts were resolved. It was then that contact was made with Flt Lt Hanson, who was responsible for the maintenance of this aircraft during the Battle of Britain.

He was able to supply the unknown code letter, and, together with records already known, his records made it possible to identify the camouflage pattern, the style and disposition of the lettering, and other important details.

Armed with these facts, I have made a drawing, a photo of which is enclosed [reproduced herewith.—Ed.] showing R6915 as it is now known to have been at that period.

As no known photograph of this aircraft when it was with 609 Sqn exists, I hope you will find the drawing sufficiently interesting to publish, thus making a permanent record of these facts.

Radlett, Herts

C. RUPERT MOORE, ARCA

## T. E. Lawrence and His Friends

From Air Marshal Sir Gerald E. Gibbs, KBE, CIE, MC

WITH reference to the photograph on page 955 of your issue of December 16, I wonder if your caption is right in describing the bearded figure as King Feisal? To me it looks like Abdullah.

London W1

G. E. GIBBS

THE picture of Lawrence of Arabia and group sent by Mr Leslie Hunt [Correspondence, December 16] was most interesting, but I think your caption is incorrect. King Feisal appears to be the tall gentleman in European garb, with helmet. The bearded figure is Abdullah, later Emir Abdullah of Jordan.

As a regular reader I would like to take this opportunity to express my appreciation of your paper, which is always full of interest for aviation enthusiasts.

London SW12

J. C. YOUNG

## Renfrew Replacement

THE letter from Mr J. F. Foss in *Flight* for December 16, 1960, is based on the assumption that domestic (short-haul, European—call it what you will) and transatlantic (long-haul) traffic can be operated from the same airstrip. This is asking for trouble—not necessarily accidents, but it is evident that long-haul traffic will completely block short-haul traffic during take-offs and landings, thus causing holdups in the domestic flow (*vide* BEA, etc, move to Gatwick). Moreover, who wants to set out from London/Paris/Munich for Glasgow and be faced with a 38-mile train journey from Prestwick to Glasgow (30½ miles by road, but it will take one hour)?

The railways discovered a hundred years ago that long-distance high-speed traffic will not mix with shorter-distance "stopping" traffic, so they built two lines side-by-side in each direction.

The present trend in aviation is for long-haul take-off and landing lengths (and times) to increase due to the cry for supersonic speeds, and for short-haul TOL lengths (and times) to decrease as a result of the plea for a smaller-mesh network with touchdowns at smaller aerodromes. (Note the efforts on VTOL, STOL and helicopter.)

Anyhow, after travelling along this railway from Prestwick for 29 miles the line passes within 1,800yd of Abbotsinch, and Abbotsinch is within 900yd of the Greenock/Glasgow line. Abbotsinch is nine miles from the centre of Glasgow by rail and nine miles by either of two roads—one of which, the Renfrew road, takes 16 minutes, the other 20 minutes (duly observing speed limits, traffic lights, etc).

Judging it solely from the domestic traffic utilization aspect, Prestwick's potential, considering a radius of ten miles, is 140,000 people. This area includes two small shipyards. There is hardly any other manufacturing industry of note. The area is mainly agricultural.

Abbotsinch's potential, considering a radius of five miles and excluding Glasgow, is 400,000 people. This area includes ten