machine to any Australian museum who will accept it on loan on terms most advantageous to our Society.

In addition to the Walrus referred to recently, the Society has the Consort F.A. KD431 which is exhibited in the very fine FAA Museum at RNAS Yeovilton. Another of our aircraft is at present on loan to RNAS Culdrose and was exhibited at its Air Day, after partial restoration involving much hard work. This is the Seafrere FR.47 VP441 which we found last year in the hands of a Plymouth ATC unit.

At that time the aircraft was standing in the open, minus prop and cockpit canopy, being broken up by vandals. The prop unit has been donated to the Society by Hawker Siddeley Dynamics and it is hoped that we will be able to locate a Mk 47 cockpit canopy. However, there are a number of other parts which are required before restoration can be completed. The most important of these are the constant-speed unit and one of the undercarriage jacks; but, in addition, the majority of the cockpit fittings and a dropside door are required and if any of your readers can assist by tracing any of these items we should be very grateful.

In addition to these machines our Society has on loan the Monospar ST-12, VH-UTH, which is being overhauld by Rollasons for use by the Tiger Club. In the near future we hope to acquire a number of other types, especially any which would be grounded because of the high cost of C of A renewal under the new rulings regarding aircraft of wooden construction.

300 Coulsdon Road, Old Coulsdon, Surrey
Historic Aircraft Preservation Society

Does Air-Britain Need BOAC?

SIR,—We were intrigued by the reference to Air-Britain in the Liberal Party’s aviation statement which appeared in your issue of October 1.

Politics and ambiguity are inseparable, and Mr Lubbock has thrown us into a state of confusion over his party’s intentions for our future. Does he desire Air-Britain to take over the management of both the airline corporations, or is it they who will manage us? Our sixteen consecutive years of solvency makes it likely that he has the first alternative in mind, and we will be pleased to oblige him—subject to agreement over salaries, escape-clauses, and chromium handshakes.

We will set up a committee to examine this matter, and the publication of its report will be timed to coincide with Mr Grimond’s arrival at No 10.

London W3
D. K. Fox,
Chairman, Air-Britain

[The statement, speaking of the corporations, said that “both should make increasing use of the short, explanatory title Air-Britain”—Ed.]

The Channel Tunnel

SIR,—Some of the reasons why this tunnel should not be built must be fully appreciated before any further steps are taken, and among these are the following—

1. It is out of date before it is started, as due to the ever-increasing speed and size of aircraft, it will take far less time to fly from Manchester to Moscow and from Birmingham to Berlin than to go by car or train to our end of the tunnel.

2. By flying direct to distant countries, all intermediate countries’ passport troubles will be obviated.

3. A tunnel will greatly intensify road congestion nearing its ends and thereby precipitate delays. All motor cars will have to be entrained.

4. Sabotaging a tunnel will be extremely easy from the “inside” by means of a time-fuze bomb placed in a vehicle or luggage, whilst from the “outside,” if the construction is by a tube laid on the sea-bed— as is advocated by certain firms of contractors—a depth charge dropped from a boat would have the same effect as in the destruction of a submarine.

5. By a tunnel we would be building up our principal means of trade access to Europe via a country that has a very high percentage of Communists in its population and a record over the years of unstable government that may well reach a crisis on the death of de Gaulle. This access could be cut instantaneously and with disastrous consequences to this country.

In consequence of the above alone, it is obvious that it would be far safer and better in every way for us to develop to the full our aircraft industries for trade and travel and thus make this country independent, strong and free.

London WCI
Sidney Loweth
(Ex-County Architect for Kent)

Are the Veterans Flown Too Much?

SIR,—Following the recent accidents to the Humming Bird and Bulldog aircraft, is it not time to think again about the continued flying of such irreplaceable machines? Whilst I admit that it is a most pleasant experience to see and hear an aircraft like the Hawker Hart in flight, I cannot help feeling that when we have only one example of the type left the risks involved are too great, in spite of meticulous maintenance and expert piloting.

I would far rather see these and many other historic machines grounded and brought together in one place where we could always be sure of seeing them—Hendon being the choice of myself and, no doubt, many others.

Banet, Herts
ALAN J. DOWSETT

BALPA’s Symposium

SIR,—May I impose briefly on your correspondence columns to draw readers’ attention to the fact that 400 invitations were sent out in June to organizations likely to be interested in the British Air Line Pilots Association’s symposium in November entitled Navigation, Communications and Air Traffic Control—the Next Ten Years.

It transpires that, apparently because of the postal dispute, many of the invitations were never received. Any interested reader who feels he should have received an invitation is asked to contact the Association at the address below.

81 New Road,
Hendon, Middx.
JOHN BENTLEY,
Symposium Organizer

IN BRIEF

The de Havilland Aeronautical Technical School is hoping to construct a flying replica of the D.H.1 or D.H.1A of 1915. The School is finding some difficulty in obtaining information about constructional details, and would like to hear from anyone who is able to help. Correspondence should be addressed to Mr E. Vaughan, Afnec, RAF, The de Havilland Aeronautical Technical School, Hawker Siddeley Aviation Ltd, Hatfield, Herts.

FORTHCOMING EVENTS

Oct 16 Kronfeld Club: Annual Dinner and club party.