

but Cable knew the background as did few others. He was the first to convert to helicopters when he and Ray Pullin learnt to fly and test the Weir, side-by-side, twin rotor experimental machine in Glasgow. Later in the war, Cable joined Wing Commander Brie in that fruitful liaison with the U.S.A.A.F. and the U.S. Coast Guard Service which brought the Sikorsky R.4 into Service use. It was with Cable that Alan Marsh had his first helicopter experience. This was as it should be and though they had parted company in practical work since the war, great things had been expected of their recent and renewed co-operation.

"Jeep" Cable was a splendid ambassador at Sikorsky's where his inimitable manner and unshakeable, all-round technical ability won him lasting affection and respect. He carried out many of the first experimental deck landings on small ships and, in convoy in the stormy Atlantic of mid-winter, performed the first routine flights at sea. He was a superb pilot whose experience was confined to rotary wing aircraft for he had a health category which precluded fixed-wing conditions as we discovered during the war to our surprise and dismay. Yet this must be recorded for it demonstrates the independence of this flying technique from accepted practice in other kinds; and Cable's accomplishments were comparable to those of any highly-gifted pilot of wider air-borne experience. Indeed, the work he did on engine-off, autorotative landings will remain as the definite standard of flying for the one really tricky aspect of helicopter flying technique. This work was filmed and must remain a valued memorial of one part of a life full of zest and gaiety, touched with native wisdom and more than dear to so many of us whose activities or relaxations were bound up with his.

Of "Jeep" and Alan Marsh, both, it must be remembered that they were pioneers and friends, whose work was often dependent on a fundamental sense of good companionship and mutual understanding. The story of the "Goats" will, we suppose, come to be written down some day but, for those who belonged to that select band or enjoyed their unusual company, it will be evident that there could have been no story at all without the one or the other.

T. V. WELSH.

DR. ALEXANDER KLEMIN.

All over the world there can hardly be a single person connected with aeronautics, and particularly those working in the rotating wing field, who did not experience profound regret at the news of the unexpected death on March 14th, 1950, of DR. ALEXANDER KLEMIN.

Born in London on May 15th, 1888, he received his B.Sc. degree from London University in 1909, leaving for America in 1913 where, after graduating from the Massachusetts Institute of Technology, he worked with the early American aviation pioneers. Early in World War I he served in the Army Air Service at McCook Field as Research Officer and from that time onwards he was intimately associated with developments in every branch of aviation. His particular interest was in rotating wing aircraft, that interest going back to 1928 when it was due to his encouragement that several groups started work in America in this field. His enthusiasm for every aspect of rotating wing development was unbounded and infectious, and there was hardly any project be it autogiro, gyroplane, helicopter or "convertible" with which he was not connected in one way or another.

He will perhaps be remembered best for his educational work in aeronautics and it can be truthfully said that his most lasting memorial is to be found in the aeronautical engineering schools all over America. He was largely responsible for arousing the interest of the Guggenheim family in aviation, which led to the founding of the Daniel Guggenheim School of New York University where he was the first Guggenheim Professor of Aeronautics, a post which he held for the first fifteen years. His work through the Guggenheim Foundation led directly to the opening of the other schools of aeronautics in America, so laying the foundation for the training of that important body of aeronautical engineers and technicians and that general technical "knowhow" which was to prove of such vital importance in World War II. He was a prolific writer of books and technical papers on aviation matters with a happy knack of putting the most abstruse problem in simple understandable terms, and at the time of his death he had just completed three years intensive work on his "Encyclopaedia of Aeronautics."

Early this year, on the occasion of the twentyfifth anniversary of the founding of the Guggenheim School of Aeronautics, he was made a Doctor of Engineering of New York University as being "one of the greatest pioneers of aeronautical education in this country." In his reply to the Chancellor of the University on receiving the degree, he said that to make such a reward for his work was unnecessary since he had already had his reward "because I had made many friends and had enjoyed the intellectual excitement of delving into almost every phase of scientific aeronautics ; but rotating wings came closest to my heart." He was a man of great vision, always up to date in his knowledge and always alert to the potentialities of new principles, and with the ability to appraise clearly a new method of attack on a problem. He was the staunchest of friends and essentially human in his outlook, with a fine sense of humour and a deep understanding of the weaknesses and strength not only in others but in himself also. Alas, to those of us who were proud to count ourselves amongst his friends, there can only be one Doc Klemin and his passing leaves a gap among us which can never be filled.

R. N. LIPTROT.

CORRESPONDENCE.

BRITISH EUROPEAN AIRWAYS CORPORATION— HELICOPTER SERVICE, LIVERPOOL/CARDIFF.

On June 1st, at the inauguration of this service, the Helicopter Association of Great Britain was represented by the President and myself as guests, and it is of interest to note that all the principals engaged in this operation—directly or indirectly—are members in some grade or other of the Association.

On the morning of the inaugural flight, the weather was clear and fine over the whole route with but a slight haze which did not interfere with visibility, and on the southward run the headwind did not exceed 5 m.p.h.

Earlier this year I secured for my own use the first ticket issued, and I have pleasure in taking this opportunity of presenting to the Association the outgoing portion of this ticket for the archives and the already growing collection of helicopter first covers, etc. The return half has been presented to the Royal Aeronautical Society, and I enclose a letter of appreciation which has been received from Captain Pritchard.

The journey made was notable for the smooth and efficient way in which the whole operation went through, with the exception of a slight delay in the start due to the late arrival of the Chairman of B.E.A.C. and his lady at Speke. For the stage from Speke to Wrexham I travelled in the company of Mr. G. Erridge, the B.E.A. Area Manager, who is stationed at Speke, and Mr. Hislop, who exchanged their places at Wrexham with the Mayor and Mayor-elect, for the journey to Cardiff in the second machine, G-AJOR, Captain J. A. Cameron. In the first machine, G-AJOV, Captain J. Theilmann, Lord and Lady Douglas and Lord Pakenham travelled.

There was a civic reception at Cardiff and an excellent lunch was provided for the guests numbering approximately 54. On arrival at Cardiff I met our President, MR. J. G. WEIR, who made the journey from Cardiff to Liverpool in the afternoon. I was a privileged guest of Lord and Lady Douglas in the executive Dove for the return journey to Northolt in the afternoon.

Both our President and I consider that the Association has been honoured by the Corporation extending these invitations to participate at the inauguration of this service, which is undoubtedly one of the most important things that has ever happened in the history of the helicopter. Statements were given to the Press by our President and, therefore, I need not enlarge on what has already been well reported.

I find that in certain of the Press notes I have been variously described as President, Vice-President, Chairman, Vice-Chairman, etc., and at any moment I fully expect to find myself as ex-member ! In this matter however I place myself in the hands of the President and members and assure you that I am fully prepared to accept their decision as final !

NORMAN HILL.