

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.