

INDIAN SKYWAYS

The Aviation Journal of India

Ref: 116/119

January 6th, 1955

My dear John,

I have just received your tome on British aviation, I only regret that it is quite unpublishable. We would both end up in the court for libel and every other kind of crime that a writer or editor can commit.

I am confident that you are perfectly correct and in general it is just the same story that has been going on every since I started to sell British aircraft in 1920. I had the same experiences whilst selling aircraft in China throughout the years 1927 to 1934.

It is alarming and disheartening, also there seems nothing we can do however much we would like to attack the problem. By the same mail comes a letter from Peter King giving me figures for the DC-7C which he claims prove it to be totally inferior to the Britannia. He also claims the DC-7D is many years hence, whereas the LR Britannia 300 will be ready in 1956/7.

On my desk I have an eight page letter from Maurice Elliott, an undertaker disguised as an aircraft salesman, who takes me to task for criticising British products and explains that my views are at variance with everybody else's. He claims the "Gnat" with the Bristol engine to be, will be a magnificent production which is to be sold to NATO. He wipes away the landing speed saying that Tennant explained he did not use the brakes. You now tell me they are fitting a braking parachute which seems to admit that they consider the landing speed/high. If this brings it down to 100 mph., it will still be at least 30 miles per hour too high for a war fighter to operate under war conditions. I will deal with your letter in a day or two.

I am eternally grateful for your effort, I think it is magnificent; We must do something, let us give time and thought to what we will do.

Kindest regards,

yours sincerely,

Raymond
V-F.

John Stroud, Esq.,
11 Mornington Avenue,
LONDON W. 14.

