

# Letters to the Editor

## Ins and outs

In the August issue of *General Aviation* there was an article about Battersea Heliport and the Reuben brothers.

In the article it was said that the Reuben Brothers had purchased the In and Out. This is incorrect. The In and Out is another name for the Naval and Military Club. The In and Out moved from Piccadilly to 4 St James' Square some considerable time ago. The Reuben Brothers purchased our old club premises in Piccadilly, but the In and Out thrives in our new home in St. James'.

As a member of AOPA and the In and Out you will understand why I felt obliged to point this out.

**Mark Souster**  
Group Managing Director  
Patriot Aerospace

*My apologies... I did of course mean the Piccadilly building known as the 'In and Out', not the club that occupied it. We non-military types wrongly refer to the building as the 'In and Out' rather than the club... a forgivable sin, I think, but a sin nonetheless. – Pat Malone*

## French mini Mossie

Sir,  
Very pleased, as usual, to receive the August edition of *General Aviation* and to read of plans to get a Mosquito flying.

I would like to inform you that a project to do just that has been on-going here in France for over 15 years. This resulted in the machine flying last year, and in this season it has been on public showing at a number of flying events in France. The project was started by a group of Mosquito fanatics who are members of the Aero Club at Luçon Chasnais near La Rochelle.

The project is 75% scale and fitted with Lycoming engines, but it goes very well and even sounds like a Mosquito.

I attach a couple of photos (below) of the Mosquito at my home at Atlantic Airpark, where it was housed for a short

time. The link to the web site of the builders is <http://bogaert.jimdo.com/>. On this site you can see video of various flights and other things of interest to Mosquito fans and home builders. The efforts of the team deserve a wider audience.

Thanks also for a great magazine but more importantly for all the work being done by AOPA. It is clear that headway is being made on many fronts, thanks to the way AOPA in Europe is organising itself.

**Ron Turner**  
President, Association of Proprietors,  
Atlantic Airpark  
France

## Mosquito in NZ

Sir,  
I was interested in Pat Malone's article in the August issue of *General Aviation* regarding a UK dH Mosquito project. For information, a group of New Zealand builders have an example due to fly shortly, and a second aircraft is also planned. See details at [www.warbirdrestoration.co.nz](http://www.warbirdrestoration.co.nz).

**James S. Bone.**

## Norwich airspace

Sir,  
Over the last two issues there has been two letters published under the heading 'Airspace Apartheid'. As a pilot, I would just like to add my comment in complimenting the way Norwich Airport deals with the traffic that passes through the CTA as well as around it. In the last letter from P.H. Langley he mentions that they have a number of Letters of Agreement with adjacent units and operators. I am party to one of the LOAs since Horsford airfield is within the Norwich CTA as we are only three miles to the north. Never have I been denied either permission to take off, or when returning, permission to enter the CTA. The people who man both the radar frequency as well as the tower frequency always provide, to me at least, a great service. Yes, they do have other traffic to talk to, and as normal you have to take your turn as with all other units, whether they be within controlled airspace or not.

As far as I am concerned I am very

happy with the service that Norwich provide and I know many other people who share this opinion.

**David Stanbridge**  
Deputy Head of the Design Organisation  
Swift Aircraft Limited

## The price of security

Sir,  
This article about security (*General Aviation*, June 2012) prompts me to add my experiences at the hands of the Security Regime. Pre-9/11, I visited the States and passed my PPL/A with flying colours (or 'colors'). Subsequently I flew on every occasion I could over the pond. I got my complex rating, night rating and started my autogyro training in the US before the crackdown.

Subsequent to 9/11, I find I can no longer fly in the States due to the burden of security. In an effort to pursue more training I applied to the US flying school and was given a date for a course during my next brief shore-side leave period. Unfortunately, I now needed a M1 visa to be able to fly state-side. \$80 for an applications to the TSA (Transport), then another \$120 for processing my request through SEVIS, then upon successful completion, I would have to visit my local British Consulate (living in Germany) at extra cost and time. My leave was only four weeks long...

The final straw was having to surrender my passport to obtain the visa, and as a seaman and expatriate Brit, I cannot be without my passport for days at a time. In short, there are too many obstacles to flying in the US and so I just don't go there anymore.

If I am only one of many Europeans who feel similarly, then what turnover are the FTOs losing over there and how can this benefit GA at all?

Finally, going through US or Canadian Immigration with your headset case and/or *General Aviation* magazine rolled up under your arm is a sure-fire way to be invited behind doors to 'explain Yourself'. Excluding pilots like myself from the sky seems to be the only advancement that security is making here.

**Name and address supplied** ■

*The Editor welcomes letters; please email [pat@richmondaviation.co.uk](mailto:pat@richmondaviation.co.uk).*

