

THE DE HAVILLAND AIRCRAFT COMPANY LIMITED

HATFIELD HERTFORDSHIRE ENGLAND

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CABLES
HAVILLAND TELEX
HATFIELD

27th August, 1957.

R. Wright, Esq.,
Merrydown Cottage,
East Ashling,
Chichester,
Sussex.

Dear *Bob*

Thank you for your letter giving me news of the proposed French edition and word of the reviews of the American edition of the book. Collins did send me the copies, which I was glad to receive.

Gravrand is quite right in pointing out that the Mosquito warning horn does not blow when the undercarriage is locked down, but it does blow when the throttles are less than one-quarter open and the undercarriage is anywhere other than locked down. When closing in too fast behind a target with the undercarriage up, the first action of closing the throttles made the horn blow and the two undercarriage red lights come on. If the undercarriage was then selected down there would be quite an appreciable time lag before both legs locked, during which time the horn would continue to blow - so honour is satisfied and the book can stay as it is.

I am hoping to have lunch with Gravrand when he pays a visit here this week, so I think I can put his mind at rest on this point.

I have just had a jolly good ten days, sailing gently from Monte Carlo to Cassis, and feel all the better for it.

Yours

Sincerely
John Cunningham

John Cunningham.



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