

NEWS & COMMENT

The NEWS and COMMENT section is open to all Members of the Society for statements on any aspect of aviation history or for expressions regarding the affairs of the Society. The chief purpose is to bring forth the facts, including the airing of controversies. It serves to

present information in brief form which Members might not feel moved to contribute as complete articles. Opinions are welcomed but such opinions, and the accuracy of the information contained therein, are the responsibility solely of the contributor.

ERRATA

John A. Bagley of Farnham, Surrey gives the following correction. In Peter M. Bowers' final article on the American Fokkers the Universal, Reg. No. 3199 is given as G-EBVT on Page 259 but correctly as G-EBUT on page 261. The airplane was brought to Nairobi, Kenya in November 1927 by Lord Carbery, and named MISS AFRICA.

Early in 1929 it was listed as VP-KAB on the newly started Kenya register but returned to England in March and reverted to G-EBUT for charter flying with Air Taxis Ltd. and Surrey Flying Services Ltd. It was sold at the end of 1935 and went to Australia as VH-UTO.

The "Flamingo" shown on Pages 286 and 287 of the Winter 1971 issue is the Metal Aircraft Model G-2-W, as pointed out by William T. Larkins. The airplane is described in Juptner's *U.S. Civil Aircraft*, Vol. 2, on Pages 266-269. Jimmy Angel's NC-9487 was c/n 13, powered by a Pratt & Whitney Wasp 450, and was manufactured in July 1929. The error was not Mr. Henry Villard's. (Edit.)

We failed in one of these courtesies we always try to observe, in regard to the caption on Page 27 of the Spring issue. The photograph of the Fiat G18V, I-ELCE, was submitted by Joseph Justin, having come from Fiat. Our caption should therefore have been (Fiat, courtesy of Joseph Justin).

HARRIER IS NOT A B-17, NOT EVEN A HARRIER

*Tom Whiteway, Winter Park, Florida**

The captions were reversed on Page 71 (JOURNAL, Spring 1972), but the Harrier actually is one of nine Hawker-Siddeley Kestrel aircraft, an outgrowth of the P.1127 V/STOL program, which were themselves prototypes for the Hawker-Siddeley Harrier program. (Although) Harrier aircraft are now in service with the U.S. Marines as well as the R.A.F., only one Kestrel remains flying, and is now undergoing evaluation at the NASA Langley Research Center.

*Tom Whiteway, of the Research Aircraft Flight Division of NASA is closely connected with the Kestrel vectored thrust aircraft project.

SBD cum A-24 at Portland, now restored and shown in flight at right as

CURTISS EXPORT HAWK FOR UDET

Mauno Salo, Garden Grove, California

The Type II Curtiss Hawk was sold to a variety of countries. The D-316 shown on Page 49 of J-AAHS, Spring, 1972, was s/n H-80, christened IRIS, while Udet's other one, IRTIS, was H-81. IRIS was destroyed when Udet bailed out at Tempelhof Airdrome on July 20, 1934. Others went to the following countries, for a total of 127. The Bolivian Hawks were used in the Gran Chaco War under the command of a German pilot.

Type II Export Hawk			Seaplanes		
Cuba	H-19/H-22	4	Colombia	SH-3/SH-6	4
Bolivia	H-23/H-26	4	Chile	SH-7/SH-9	3
China	H-27/H-63	36	Colombia	SH-10/SH-25	16
Bolivia	H-64/H-65	2	Bolivia	SH-27/SH-29	3
China	H-66/H-79	14	Colombia	SH-3/SH-35	6
Germany	H-80/H-81	2			32
Siam	H-85/H-96	12			
Chile	11767	1			
Norway	Unk.	1			
Turkey	Unk.	19			
		95			

AN ESCORT OF P-38's

Garry Pape, Simi Valley, California

The author of the poem, "An Escort of P-38's" was written by TSgt Robert H. Bryson and it appeared in *The Lockheed Star* for Oct. 29, 1943.

THE SBD NEARING EXTINCTION

Barrett Tillman, Athena, Oregon.

As is regrettably the case with many other American combat aircraft, the Douglas SBD is nearing extinction. Nearly 6,000 Dauntless dive-bombers were built from 1940 to 1944, and today perhaps ten examples remain throughout the world; only five or six complete airframes can be found in the U.S.

The sole Dauntless in airworthy condition in the U.S. is c/n 17421, an A-24B delivered to the AAF in 1943. Declared surplus after the War it went to Portland, Oregon, where it had been used "S6" (for Scouting, sixth airplane of squadron). (Barrett Tillman)



as a mosquito sprayer for most of the intervening years. Multnomah County had a clear bill of sale, not subject to recall.

Last year Multnomah County decided to obtain a new spray airplane. The A-24 was deemed too old to operate, and a group of antique owners took notice. Three members of Scarf & Goggles, Inc., a non-profit Oregon group formed to obtain, restore and fly antiques, thought the opportunity too good to pass. A condensed statement to the effect that the three pilots obtained the SBD after extreme and prolonged difficulty will suffice. Title was not acquired until March 1971, but SBD, ex-N4488N now hangared at Salem where restoration began.

Spare parts are either a feast or a famine; and abundance of landing gear legs and engine parts came with the Dauntless, as did a spare propeller. Accessories are a rugged problem; the entire gunner's seat/scarf ring assembly, radio mast, tail hook, bomb fork and so on had to be found. 25 enquiries in 12 states and three other countries had produced none of the missing parts, but Harry S. Gann, of Douglas Aircraft Co., supplied valuable reference material.

Scheduled completion date was late September 1971, with mid-1943 paint and markings to be applied thereafter. Its availability for shows in 1972 appropriately coincides with the 30th Anniversary of the SBD's greatest moments, the battles of Coral Sea, Guadalcanal, Eastern Solomons, and Santa Cruz. Contact with pilots or air gunners who flew in SBD's is welcome. Barrett Tillman, P.O. Box 135, Athena, OR 97813.

NO SWEAT

H.L. Elman, Glastonbury, Connecticut

This story came second-hand, and from a source to be omitted. However, there is reason to believe its authenticity —the source being one of America's leading aeronautical engineers of his day. Tony Fokker is well known to have been a shrewd business man, capable and likely to squeeze the last drop from any aircraft sale. But it is only in retrospect that one can see how literally that description applies.....

The American Fokker factory had a contract for delivery of an airliner — it matters little what model — and was in hot water over getting them delivered within specifications as to empty weight. The rumor was that the penalties for overweight would sing the financial report that year. Our source's close friend was at the plant as a government inspector, and after a number of deliveries were made, well under contract weight to everyone's amazement, he began to notice a curious pattern. The airplanes would be scheduled to leave the line Friday for delivery weigh-in, but some delay always seemed to hold things up until so close to quitting time that the coming weekend would intervene before the test could be made.

P-47 VF-M, 41-6529, of 336th F.S., EAGER BEAVER. (Jack Raphael)



Soooo..... One weekend this inspector returned to the plant, and found that the airplane was in the paint shop, all windows closed, and the heat up intolerably high. A small, trusted crew of Tony's closest associates was baking the moisture from the wooden-spar wings — just enough to pass the weigh-in.

As for flight safety, if you will excuse the pun, NO SWEAT. The wings were certain to re-absorb the moisture and return to normal between the weigh-in and the test flight..... And if anyone worried on that score, a delay of a day in the flight could be "arranged" also.....

4th FIGHTER GROUP P-47's

*Gary Fry, Elgin, Illinois**

The P-47, VF-E, 41-6575, mentioned in the article "4th Fighter Group Markings" (J-AAHS, Spring 1971) was assigned to the C.O. of the 336th F.S., Major James G. Dufour, shown here as DOREEN III and not DOREEN II. It was named for the Major's wife Doreen, a W.A.A.F. at nearby Duxford Air Base. The Major names his Spitfire Mk.Vb, coded MD-E, as DOREEN I and his jeep was DOREEN II. Also, in the caption under HI! RPM on page 59, that airplane was not coded VF-M nor flown by Lt. Raphael. Raphael's airplane was VF-M, 41-6529, also shown here as EAGER BEAVER. It also had "Miss Beth" as a further personal marking on the portside fore of cockpit. This airplane was in the 336th from June 1943 to Feb. 1944.

*Fry is author of *The Debden Eagles*, a pictorial history of the 4th F.G. (Walker-Smith, Inc., Whittier, CA 90602, \$6.50)

HARRY JONES HONORED BY MAINE A.H.S.

Leo Boyle, Portland, Maine

On Sunday, August 29th, 1971, Harry Martin Jones, Early Bird, having flown in earlier in the week from Tulsa, Oklahoma, at the age of 81, was a very happy man. On that day he was honored by the town, Old Orchard Beach, Maine, where he spent so many of his years.

In 1919, some 52 years before, a few farsighted local hotel men guaranteed Harry M. Jones \$300.00 to start a flying service at the well-known resort area. Promptly buying a surplus Curtiss Jenny, Jones began a service on the beach that was to last almost twenty years and bring Old Orchard Beach to the front pages of the world's newspapers.

Known as "The New England Aviator" since before the first World War, Jones had learned to fly in 1912. In early 1913, he became the first and only aviator to land on Boston Common. He carried the first Air Parcel Post (baked beans) from Boston to New York City — in only 56 days!

Flying Jennies and Standards, and later one of the first Stinson

VF-E, 41-6575, of Maj. Dufour, 336th F.S., DOREEN III. (James G. Dufour)



Detroit cabin biplanes, Jones had carried thousands of passengers and taught hundreds to fly by 1927. Being able to fly only at low tide, and having volume traffic only in the summer, he rounded out his activities by flying a Curtiss MF Seagull flying boat from Long Lake at Naples, and running a radio shop in the nearby city of Portland.

The big excitement really began in September 1927, when J.D. Hill, pilot of the transatlantic Fokker monoplane **OLD GLORY**, telephoned Jones, his old friend from Army days. He wanted to inquire about the possibility of using the beach for their take-off, since Roosevelt Field in New York was rain-soaked and too short for their heavily-loaded plane to take off. Lindbergh had landed on the beach earlier in the season when he couldn't find the Portland Airport in the fog, and on August 25th **PRIDE OF DETROIT** had stayed overnight on her round-the-world flight. The succession of trans-Atlantic attempts which followed during the heyday of daring aviators made Old Orchard Beach, Maine a familiar word.

At 4:00 P.M. on this happy Sunday of 1971, the Maine Aviation Historical Society and the Old Orchard Beach Historical Society held a brief ceremony in the Veteran's Memorial Park in front of the Edith Belle Libby Library, Jerone A. LePelletier, President of the Old Orchard Beach Historical Society presiding. After the invocation and the introduction of the guests, LePelletier read the plaque which will be mounted on a large rock already in place in the park upon its completion.

LePelletier unveiled an original water color painting by Arthur G. Hahn of the take-off of the **YELLOW BIRD** in front of Jones' hanger in 1929. Ernest Brousseau of Old Orchard Beach presented Jones with the rudder fabric from his Stinson which had burned in a hangar fire.

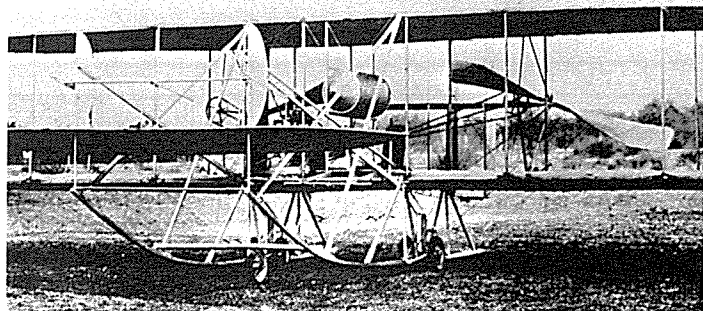
Jones announced that he was leaving his scrapbooks and memorabilia to the two societies to be kept in the Libby Library in Old Orchard Beach, Maine, to be available to all. The Rev. Harold A. McElwain, who as a boy saw many of these famous flights, gave the benediction.

Jones had logged over 10,000 hours in the air and carried over 100,000 passengers before he stopped keeping count. Copies of a new book *Flight Fever*, by Joseph Hamlen, who was present and who saw many of these famous flights as a boy at the beach, were autographed by "Captain Jones."

The dedication on the plaque reads as follows:

RUNWAY TO GLORY
EARLY TRANSATLANTIC FLIGHTS FROM OLD
ORCHARD BEACH, MAINE. IN RECOGNITION OF
HARRY M. JONES, PIONEER AVIATOR, WHOSE FLY-
ING FACILITIES AT THE BEACH MADE THESE
FLIGHTS POSSIBLE.

U.S. Army No. 1 airplane, with wheels, August 1910. (USAF Museum)



It goes on to list the events:

Aug. 26, 1927	PRIDE OF DETROIT , Stinson Detroiter Edward Schlee & William Brock London, England, via Newfoundland
Sept. 6, 1927	OLD GLORY , Fokker F.VII Lloyd Bertaud, J.D. Hill, Philip Payne Rome, Italy — Lost at sea.
Oct. 17, 22, 23 1927	DAWN , Sikorsky amphibian Mrs. Frances Grayson, Wilmer Stultz & Bryce Goldsborough Copenhagen, Denmark — Three attempts, Returned each time.
Sept. 1928	ROMA , Bellanca Sesquiplane Cesare Sabelli, Roger O. Williams, & Dr. L. M. Pisculli Rome, Italy — Returned after takeoff.
May 29, 1929	L'OISEAU CANARI (YELLOW BIRD) Bernard 191 Jean Assolant, Rene LeFevre, Armand Lotti, Jr. Paris, France — Returned after 2 hours.
June 13, 1929	GREEN FLASH , Bellanca Roger Q. Williams & Lewis Yancey Rome, Italy — Crashed on takeoff.
July 8, 1929	PATHFINDER , Bellanca Roger Q. Williams & Lewis Yancey Rome, Italy, Santander, Spain
May 28, 1939	BABY CLIPPER , Aeronca Chief Thomas H. Smith Dublin Ireland — Crashed in Newfoundland

DEDICATED AUGUST 29, 1971
MAINE AVIATION HISTORICAL SOCIETY
OLD ORCHARD BEACH HISTORICAL SOCIETY

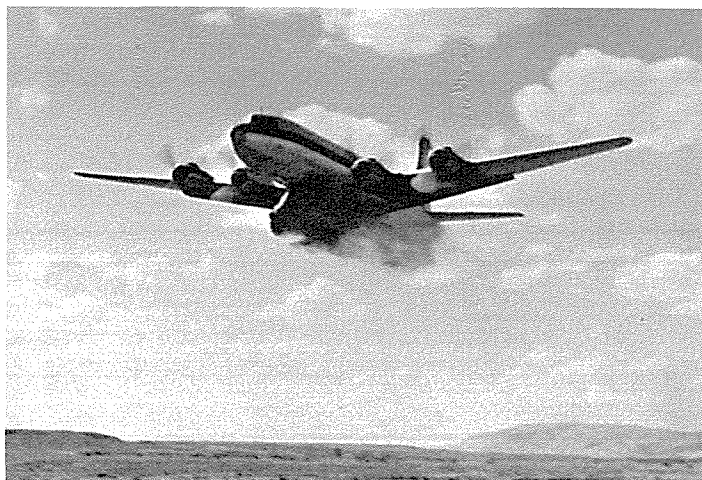
FIRST WHEELS ON ARMY AIRPLANE

Air Force Museum, Dayton, Ohio.

Attached is a copy of a photo recently made available to the Air Force Museum. As far as we are able to determine, this is the only photograph in existence of the Wright 1909 Military Flyer, Signal Corps Aeroplane No. 1., showing the tricycle landing gear installed by Lt. Foulis, Corporal Glen Madole, and Mr. Oliver G. Simmons (the Army's first civilian airplane mechanic) in August 1910 at Fort Sam Houston, Texas. This was the first use of wheels on an Army airplane, although only partially successful. The top elevator was moved from front to rear to decrease the unstable bucking characteristics, and a much larger fuel tank was installed. Subsequently, larger main wheels developed by the Wright Brothers were installed.

DC-6B in test drop at Graybull, Wyoming.

(Dave Menard)



DC-6 BORATE BOMBER DEVELOPED

Nicholas M. Williams, Huntington Beach, California

The enclosed photos show the forerunner of a "new breed" of borate bomber. Under a three-year contract with the Bureau of Land Management, Aero Retardant, of Fairbanks, Alaska modified this DC-6B (serial #43520; mfg. 3-8-52) after considering several other types of piston-powered airliners now in relatively abundant supply.

N77DG was acquired with only 260 hours on it since zero-time overhaul. The "DG" in the serial stands for Don Gilbertson, the owner/operator of Aero Retardant. Strato Engineering in Long Beach did the conversion design under Mike Kaplin as head engineer. Actual work on the conversion was started by a firm in Tucson in early 1971, but the aircraft was flown to Long Beach to be completed by Aircraft Associates in May 1971.

Modifications include installation of eight 500 gallon tanks, four forward in a :: arrangement, and four aft in a row down the center line of the cabin. Extra structural strengthening was required in the belly. All modifications were completed by Aircraft Associates except the trap doors. The holes in the belly were temporarily faired over and the aircraft was flown to Graybull, Wyoming where Hawkins and Powers manufactured the doors.

During the summer fire season, N77DG was flown to Fairbanks where over 350 drops were made with loads in excess of 3000 gallons. Tests were supervised by the Bureau of Land Management and comparisons were made using other borate bombers as chase planes. The DC-6 proved very maneuverable with the load and no adverse trim changes were experienced while dumping. It had a 30-knot speed advantage over other bombers tested, greatly reducing turnaround time. Loading is done through either of two points, one fore and one aft in the belly. The only restriction is that the forward tanks must be loaded first. Loading is intended to be controlled from the cockpit while the engines are still running. Loading time during these Alaskan tests was only three minutes for roughly 3000 gallons, although total capacity is 4000 gallons. The pilot during the tests was Hawley Evans; copilot was Curt Holley; Flight Engineer was Bob Russell. Jack Stafford, a pilot for Saturn Airlines, served as relief pilot. During these tests the airplane carried about 24,300 pounds of borate (8.1 times 3000) added to the 55,000# empty weight of the airplane, plus about 10,000 pounds of fuel, thus equalling about 90,000 lbs. gross weight. Drops were normally made with the gear up and 20 degrees of flap, although the gear were sometimes lowered for drops.

To date, nearly \$300,000 has been spent on this airplane, including the engineering costs, initial procurement price, and conversion. The next conversion will cost much less. The second

DC-6 has been selected and work on it began in early January 1972, with two to follow. As of Jan. 1972 Aircraft Associates has received orders for two additional DC-6 modifications for a total of four.

SPEED BRAKES ON A-6's

Harold Andrews, Arlington, Virginia

In the list of "significant aircraft" (J-AAHS, Summer 1971, page 85) . . . s/n 26, BuNo 149940 was the first airplane to come off the line with all the production structural "fixes" and wingtip speed brakes. The note of fuselage speed brakes on Page 80 states that this applies to the A-6A's only. EA-6A's built subsequent to No. 154170 all still have the fuselage brakes and not the tip brakes.

Also, the inner part of the circle of VA-35's "NL" tail is white, rather than the standard grey, and the rest of the rudder is grey instead of the standard white.

Kurt H. Miska, East Meadow, New York

The fuselage speed brake situation on A-6's can be confusing. Grumman records reveal that deletion of fuselage speed brakes was approved in April 1967 and became effective with s/n 154170 (shop 310). Deletion on a retrofit basis as airplanes were cycled through overhaul, comprised shop numbers 26 through 309. Quoting s/n's isn't possible because there is a discontinuity in that series of airplanes. A-6A's are frequently interchanged between USN and USMC units and therefore USMC A-6A's without fuselage brakes will also be seen.

A good example of this is shown on page 79 (J-AAHS Summer 1971). The A-6 shown there had been cycled through overhaul and the fuselage speed brakes deactivated; these would not be painted if they were still in use.

Harold Andrews is correct in remarking that wingtip speed brakes were incorporated in all A-6's subsequent to BuNo 149940 (shop 26), but on the other hand it is not correct that EA-6A's subsequent to 154170 still have speed brakes. That particular s/n is an A-6A and there were no EA-6A's in the 154000 block.

FURY AS HIGH-SPEED RESEARCH PLANE

Nicholas M. Williams, Huntington Beach, California.

The enclosed photos show what is possibly the only flying FJ-4B, the new high-speed test bed belonging to Flight Systems, Inc., of Newport Beach, California. Now registered as N9255, this flew for the Navy as BuNo 143575, being assigned to VA-192 in March 1958, then to VA-216, and finally to a reserve unit at NAS Memphis. After being released from the Navy in 1962-3, it had

DC-6B, N77DG, ex-Hewlett-Packard, ex-Pan American. (Dave Menard)



SUMMER 1972

FJ-4 Fury at Long Beach, 1971

(Nicholas M. Williams)



been intended as a display in front of the VFW post at Gila Bend, Arizona. The plan was abandoned and the airplane was subsequently auctioned to a junkyard, but saved from being scrapped by Don Underwood, who stored it in Buckeye, Arizona while collecting spare parts for an eventual restoration to flying condition. In late 1970 Underwood and friends felt ready to begin the job of rebuilding the Fury.

As the money became exhausted Capt. W.R. Laidlaw, President of Flight Systems, assumed ownership and the job of restoration. His interest in the Fury was not accidental; he had been looking for such an airplane to carry out government-sponsored test programs in ordnance, electronics, etc. Laidlaw had also had previous experience with the FJ-4, as engineering test pilot on the Fury at North American, Columbus.

Laidlaw hired an ex-FJ-4 crewchief, a former line supervisor at the Columbus FJ-4 line, and two other men who had an intimate knowledge of the airplane and with these men as a nucleus, started the restoration process. It was in good condition despite years of open-air storage, and with technical assistance from the North American Columbus Division the job was completed by December 1971.

The first flight was made on December 29, 1971 at Litchfield Park, Arizona with Capt. Laidlaw at the controls. Shortly after takeoff the nose gear door latch failed and the door opened with a loud "bang," causing excessive yaw and roll. There was no chase plane during this first flight and Laidlaw spent anxious moments trying to figure out exactly what had happened. The landing was made without incident. The Fury has since been based at Long Beach.

PBY CATALINA/CANSO IDENTIFICATIONS

John R. Ellis, Peterborough, Ontario, Canada

Several inaccuracies relating to Canadian PBY-type aircraft appear in the tables accompanying Part III of Capt. W.E. Scarborough's article "The Consolidated PBY - Catalina to Canso" in Volume 16, Number 3 of the *JOURNAL*. Since these same errors have appeared previously in other publications,¹ the following notes may serve to clear them up for future historians.

The RCAF took delivery of the first Canso aircraft in August 1941. These were part of an order for 36 Model 28-SMC flying-boats to be supplied by Consolidated Aircraft Corp. They had been allotted RCAF serials 9701-9736, and were given the name Canso. However, due to the exigencies of war, they were loaned to the RAF who allotted the serial block VA701-736 to them as Catalina Mk.IIA's.

While the RAF took the bulk of these aircraft, seven (9701-2, 9704-7, 9709) were retained by the RCAF, nine were transferred to the RAAF, and at least one (9726) served with the U.S. Navy at Pensacola.

Prior to delivery of the Canso, the RCAF had received nine Catalina Mk.I flying-boats from the RAF in June 1941 (W8430, W8431 and W8432, Z2134, Z2136 to 40, W8430 was returned to the RAF and replaced with DP202.) These were applied against the above loan of 29 Canso flying-boats and, later in the war, were joined by 20 more - Catalina Mk.IB's FP290 to FP297, and Mk.IVA's JX206, 207, 209, 211, 212, 213, 217, 219 and JX571, 582, 579 and 580 - from RAF stocks.

Late in 1941, the RCAF took delivery of a second lot of Consolidated-built aircraft. These were 14 Model 28-SAMC amphibians and were allotted RCAF serials 9737-9750, with the name Canso A to differentiate them from the flying-boats. All were retained by the RCAF.

The emphasis is that these 50 amphibians were built by Consolidated, and not by Canadian Vickers and Boeing Aircraft of Canada as stated in the tables and publications mentioned earlier.

The first Canadian-built PBY types for the RCAF were the 55

Canso A Amphibians built by Boeing Aircraft of Canada. They utilized Consolidated components, and were allotted the serials 9751-9805. Deliveries started in October 1942 and were supplemented by Canso A aircraft from Canadian Vickers in February 1943.

On completion of the contract, Boeing went on to make produce 307 more - 240 Catalina Mk.IVB/PB2B-1 and 67 Catalina Mk.VI/PB2B-2 - before the Lend-Lease contracts for 325 aircraft were cancelled early in 1945. A breakdown of the RAF/USN serial blocks appears in Bowers *Boeing Aircraft since 1916* (pages 240-2), together with the subsequent RAAF and RNZAF serials. Some doubt exists regarding assignment of the final USN serials, but the BuA number block 44188-44312 had been allotted to cover the second 125 boat contract.

Canadian Vickers continued in production for the RCAF and the U.S. armed forces, producing a total of 369 amphibians. The 230 aircraft for the United States were built as OA-10A's for the USAAF and were also identified as PBV-1A aircraft for the U.S. Navy with the BuA number block 67832-68061, but these serials were not used.

Since the Canadian Vickers Canso production listing has not appeared in print before, it may be of interest to record it here.

C/N	RCAF Serials	USAAF Serials
CV-240/278	9806/9844	
CV-279/303	11001/11025	
CV-304/307		44-33868/33871
CV-308/321	11026/11039	
CV-322/328		44-33872/33878
CV-329/449 (odd only)	11040/11100	
CV-330/448 (even only)		44-33879/33938
CV-450/608		44-33939/34097

Referring again to JAAHS Vol. 16, No. 3, and the table on page 203, Note 4 should be corrected to read - "Built by Consolidated as Canso." The RAF serial block for the Catalina Mk.IVB should read JX586/JX617, and for the Mk.VI read JX618/JX662, JZ828/JZ841 (JZ842/JZ859 cancelled). There is no RCAF record of Canso FT998/FT999.

In summary, the total production of Canadian-built Consolidated Model 28-5 aircraft was:

Boeing	Canso A	55	
	Catalina IVB/PB2B-1	240	
	Catalina VI/PB2B-2	<u>67</u>	362
Canadian Vickers	Canso A	139	
	OA-10A (PBV-1A)	<u>230</u>	369
			<u>731</u>

1. Cassagneres, E., *Profile No. 183 - The Consolidated PBY Catalina*. Green, W., *War Planes of the Second World War - Flying Boats* (Vol. 5). Robertson, B., *British Military Aircraft Serials*, (pp. 237, 291).
2. See Larkins, W. T., *U.S. Navy Aircraft 1921-1941*, page 318.

A RATIONAL BALANCE

"To date we have concentrated on affluence, on an abundant supply. Having virtually achieved this goal, it is time we turned our attention on the one hand to the quality of affluence and on the other to the quality of life in the affluent society. The Industrial Revolution was (largely) produced by "the rational manipulation of the environment." Quality of affluence must obviously be produced by similar means, but we may fall into a worse trap than our ancestors if we believe that we can produce utopia, even out of a high quality material affluence . . . How can we strike a fair balance between the material standard of living and the immaterial standard, or, the quality of life? To a great extent this must be a matter of Government, but unless people feel enough and care enough, little will be done." Excerpt from address by Sir James Taylor, M.B.E., Chairman of the Royal Society for the Encouragement of Arts, Manufacturers and Commerce before the Newcomen Society in America, March, 1971.