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## PART 6

# LETTERS RELEVANT TO BOOK

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1. Letter from a modern-day pilot together with my note
2. Letters from  $\frac{1}{4}$  of those who have read my book

# BRITISH AIRWAYS

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Dear Eric,

8th. July 1992

Just a brief note to thank you very much for the copy of the Aircrew Association Magazine you sent me and your letter.

It was great to have you on board, although I rather wish it had been the more usual manual landing in a gusty wind (just to show we still fly the aeroplane!) Anyway, it's quite fun to do an autoland once in a while and I'm glad you enjoyed it.

As you know, many of our Crewmembers are ex-Services, but for all of us it is always a privilege to be reminded that we would not be flying our aircraft if you had not flown yours. To date I have had to avoid lots of thunderstorms but no flak!

I hope you had a good time in the USA. Please give me a call at home if I can be of any assistance in the future,

With very best wishes,

Paul Howard

After requesting permission Capt. Howard allowed me onto the flight deck of his 350 seat aircraft. We were flying down the east coast of the United States heading towards Atlanta, Georgia. He received a weather report that the weather was not too good at Atlanta airport and he decided to carry out an automatic, hands off landing. British Airways pilots have to carry out one of these every six months irrespective of conditions. He gave me the opportunity of returning to the flight deck when he started his descent into Atlanta. I accepted with alacrity. We entered the overcast at about 10,000 feet when he went over to automatic control. We broke cloud at just a few hundred feet with the visibility just a few hundred yards but the runway was dead ahead and the plane landed itself. To me it was magic. I stayed on the flight deck as we taxied onto the off loaded point. It was all fascinating and Capt. Howard was a very pleasant fellow.

25 March 1994

Dear Eric,

Thank you for letting me read your memoirs, which I found very absorbing. Your notes filled in the gaps which our conversations (or our failing memory) might have missed over the years. I was fortunate in that my own flying experiences were for the most part in Sunshine and with very little personal danger, which makes me appreciate all the more the skill and courage you needed to survive the long cold dangerous nights over Europe you so modestly describe.

Sincerely, Kerry

Dear Eric,  
Thank you for letting me share so  
many facets of your life, I found it  
most absorbing.

Your life, as depicted, was full,  
varied and successful (not forgetting)  
of course a little of our good friend  
(Madam Luck) and I think you  
have accepted it with a modesty  
for which you can be proud.  
I'm sure its further distribution  
would be well received.

Again, many thanks

Kindest regards.

John

7-6-95

27.8.97

Dear Eric, Thank you for  
letting me read your memoirs.

You were so young, and  
had to assume such a great  
burden of responsibility for  
yourself and your crew.

Thank God, you came through,  
it all safely, so many didn't.

You still do so much to  
help others. I hope you will  
have good health, and be able  
to carry on for a long time.

I value your friendship, it goes  
back a long way!

Betty

Wakefield  
WFSB TQT

Dear Uncle Eric,

I have just finished reading your 'memoirs' and wanted to say how much I enjoyed them. Your memories of early days are very interesting and I am amazed how much detail, 'prices <sup>of items</sup> etc', that you can remember. Your childhood was very rich with life experiences which obviously continued as you grew up. I enjoyed your life



ely proud when I read that you were awarded the D.F.C, a fact that I was not aware of. I find it incredible that your memories are so clear and that there has been little talk of your escapades when we have met. I have passed your book to Nick who has obviously found it interesting because he only reads bike magazines normally. Anyway let me congratulate you again on your achievements and a fascinating life and hope we get chance to talk about it in the near future from Jane and