

LAUNCH OF EAST MIDLANDS BRANCH

A new branch of the Society, based in Nottingham, was recently launched with an address by past president Sir Neil Cossons. The area covered by the branch contains the Derwent Valley world heritage site and will draw members from Sheffield, Lincoln, Newark, Northampton, Leicester, Loughborough, Derby, Matlock and surrounding centres. The Society would like to welcome new members from the area and is looking for volunteers to become branch officers.



Brunel's lost iron bridge

Did Brunel know about earlier work on cast iron beams? Was he thinking about arching as well as bending? The lack of provision for thrust points to their design as simple beams; the only explanation of the upward curvature must be visual. Past president James Sutherland discusses the past and the future of the Paddington Bridge.

news and views

Farnborough's wind tunnels may spin again

After ten years of uncertainty at the former Royal Aircraft Establishment, applications have been submitted for refurbishment of the listed wind tunnel buildings and a study has found that it would be feasible to re-power three of the tunnels. But, most exciting, Boeing has just signed an agreement for use of the five metre tunnel for ten years with an option for a further 30 years. It seems that computer simulation falls short of the analysis required for the design of high-lift systems for improved takeoff and landing .

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Arrangements are all but complete for the autumn study tour in Yeovil in October. Members will visit HMS Heron, hear addresses by AugustaWestland personnel on the helicopter, visit the Fleet Air Arm museum and dine in style.



All branches hold social events where members and their partners can enlarge their circle of friends. This one was held in London



features

THREAT TO THE BUTTERLEY TUNNEL

As *Links* went to press a planning appeal relating to housing development on the historic Butterley site was in progress.

The November 1791 minutes of the Cromford Canal Company record that permission was given to Benjamin Outram and his partners to drive a tunnel under the site to serve the works. As a result Outram owned the freehold of the ground under the estate so the canal owners were leaseholders. This section of tunnel was never acquired by British Waterways so will pass to the new owner of the land on which the housing development is proposed.

The canal tunnel seems to be at risk which worries the 600 friends of the Cromford Canal who are dedicated to its eventual reopening throughout its length.

