1038 FLIGHT International. 19 /une 1969

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HE ONLY THING that really makes
air show crowds take any notice
is NOISE. As an air-show crowd
psychologist I noticed this particularly at Paris.

A vintage subsonic jet (I won't mention the name because the PRO actually believes in it) lined up for take-off and opened up. Everyone in the chalet was on his feet; two Oriental journalists with large Japanese cameras scrambled up on to the chair I had just vacated and started snapping frantically. I got the feeling that if someone played a gramophone record of a Vampire there'd be the same mob reaction.

Meanwhile, high above, the little Pup
or the Monsoon or the Bravo cleaves the sky in the most brilliant display of aerobatics imaginable, and perhaps one spectator in 100,000 says cor look at that, where's the ice creams.

May I suggest loud bangers of some sort for the pilots to fire off just as they are about to enter their outside loop, avalanche, or whatever that incredible manoeuvre was?

• One of the light aircraft that managed to get at least one spectator in 100,000 to look at it was the Rallye. I swear that just before touchdown he was actually athwart the runway—first one way and then the other. It looked just like one of my regular landings.

• If I were Hawker Siddeley I would not be offering to put down my own money on the A-300. I would say to Sud and Deutsche Airbus "We have designed the wing and we have all the

3 to Cuba. The Boeing 737 the "
3 26th plane to be hi-jacked to J
3 Cuba this year — was allowed *.
-» to return after only five and a »>•
2" half hours in Havant. **

From the "Portsmouth Evening News," May 21

What could be more soothing to the soul than a stroll along a leafy English country lane in high summer, the hedgerows fragrant with may and meadowsweet1

. Hark!
Hist! I think I hear a lesser spotted whitethroat, or is it a red sparrow?

technology and design and production capacity to do it. How much are you going to pay us?"

• I say, those chaps are pretty close,
aren't they?
—That's the Viggen.

• "Un pays a le rang de son Industrie
aerospatiale"—from the special Paris Salon book L'lndustrie Aeronautique et Spatiale Francaise, published by the USIAS.

I hope that Mr Woodworm Blinge can read French.

• Sir Denning Pearson of Rolls-Royce
says that some men do not develop much as managers over the age of 30, and they are often men who talk about the past. I quite agree that only deadbeats dwell on the past, but a lot of people derive great inspiration from it. The occasional

whiff of nostalgia can be good business. What about that 1907 Silver Ghost now touring the USA?

• From a notice released during the Ballyfree Air Rally, May 25:
We regret to inform you that due to the licensing laws of Ireland all alcoholic beverages must be removed from the tables by 11 p.m. We sincerely apologise for the inconvenience caused, but would like to advise you that the bar re-opens at 12 midnight. . . .

• All those mock-ups at Paris! It wasn't so much the mock-ups as the old mock-ups. I reckon that if European aviation goes on like this they'll be able to sell Rentokil a stand at the next Salon.

^W^ r tjA^trh,

Beog/es and Hunters