FLIGHT International, 30 October 1969 684a

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IR RONALD MELVILLE, Ministry of
Technology, likens the Concorde
in technology terms to the United
States Moon programme, and says: "The difficulties of cost estimating should be considered in that light."
Dr George Mueller of NASA: "The programme goal, the lunar landing, was completed within the time specified and at the lowest cost estimated in 1961."

• When next an airline employee tells you something can't be done (despite the fact that it is obviously sensible) "be-cause of IATA regulations," show him or her the following quotes:

Dr G. van der Wal, president of IATA: "Many airline employees tend to use IATA as a scapegoat when cus-tomers complain."

Mr Knut Hammarskjold, director-general of IATA: "Some airlines use IATA as a scapegoat for rules they have endorsed but for which they do not wish to be held responsible."

• There was a time when aircraft were designed for strength. We make it strong enough, the designer would reassure the apprehensive test pilot, and therefore it will be stiff enough, laddie.
The brave test pilot climbed into his aircraft and, after a few stalls and spins and things shoved the nose down and dove it towards the ground at twice the design limit speed with eyes shut and fingers in his ears. If the wings didn't flutter off the designer had designed a brilliant aeroplane.
Nowadays you design for stiffness first

RAF Red Arrows cross-over, Cyprus, 1969

and, thanks to all the pilots who have gathered together so much data about turbulence and gust effects, stronger and lighter too.

• Quotation from Committee of Public Accounts on Concorde costs:—

Chairman (Mr Boyd-Carpenter): "You are saying that the Ministry embarked on this project giving a carte blanche to the designers, that they go ahead as they saw fit, develop as they saw fit and eventually come back to the Ministry and the Ministry would foot the bull?—I never said anything of the kind. . . ." (Sir Ronald Melville).

It's all explained in the brochure No 3 ...
Voisin "Hydro-aerobus" of 1912 powered by a 200 h.p. Clerget. It had a span of 74ft and was designed to carry six people

The Kini'ooilinisihii e Air rings'!
| to the might of the Phantom 1
1 every diaiy of every week —I!
l a Coningsiby pilot averages I
jj 150 flying hours a week — if
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From the "Yorkshire Evening Post," Sept 8

• Britain now has an opportunity to get her civil aviation industry right. Those with the most to gain, the most new to contribute, and the most to lose, are the private airlines.
BUA has applied for the complete revocation of all BOAC's African route licences, and their transfer to BUA.
I had hoped that they would be politically subtle and tactful, doing all the subtle and tactful things that I have recommended. They have let me down.

© How do you reply to all those letters about the sonic boom? Oh, just send the bedbug letter.
I hadn't heard this one before. It seems that a certain hotel, not British of course, had bugs in every bed. A client who wrote to complain got a nice reply apologising profusely; all the mat-tresses in all the rooms were being im-mediately burnt and would be replaced at once.

Unfortunately the secretary had inad-vertently enclosed the original letter, on which was scribbled the directive SEND BEDBUG LETTER.

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