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Farnborough preview
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HE second fully international Farnborough Show organised by the Society of British Aerospace Com-panies looks like confirming this event in the international calendar alongside the Paris Salon. But Farnborough will retain its unique flavour. It boasts fewer exhibitors, but combines the unique market-place atmosphere of its three business days with a highly organised flying display each afternoon. The public is admitted on separate days at the end of the show and is treated to a rather fuller and more popular air display. The mixture this year will be much the same as before, but with the added spice of 15 types of aircraft never previously displayed in Europe, and a total of more than 100 aircraft (see list on page 387).
The arrival of the Lockheed SR-71 Blackbird on the press day of the 1974 display, after a record Atlantic crossing, was undoubtedly a publicity coup. "We knew we had one up," a US Department of Commerce spokesman told Flight, "and we pulled it." As we go to press, the chances of a repeat performance this year are rated as "strong" by the same spokesman. The US Air Force may well allow one of the Rock-veil B-l prototypes to cross the Atlantic to Farnborough, although it will probably have to make an intermediate landing and a less flamboyant arrival at Farnborough itself.
Notable absentees this year are the Russians, who still have not "got their feet wet" with exhibits at Farnborough, though their observers have been conspicuous for many years past. The Japanese have found it difficult to provide funds for both Farnborough and their own aerospace show near Tokyo in October. British exhibitors have also found it difficult to exhibit at two shows so close together, but the temporary clash in dates will probably be resolved in future.

Farnborough will this year welcome some 400 companies represented by 376 exhibitors, of whom 146 are from

overseas. Further groundwork since 1974 has increased static exhibition space by one-fifth. A new structure makes the north exhibition hall more wind-proof.
The cost of mounting the entire display, including pay-ment of rents and service charges on the Farnborough site and in the surrounding area, will amount to about £1-5 million. But SBAC has scaled its charges to exhibitors so that this outlay will be recovered without profit. The charges, though understandably high, are still very com-petitive.
Much work has been done since 1974 to improve access to Farnborough. The police and motoring organisations have combined to select and signpost a network of access routes; these are detailed in the map on page 386. Rail and bus services are being specially extended. Several new stretches of motorway have been completed since 1974 and, on the business days at least, will be available for use. The SBAC expects that traffic will flow more smoothly than ever before. The ticketing system has been stream-lined. Once again a heliport will be operated on the airfield and nearby Blackbushe is ready to receive visitors by air.

The SBAC declines at the moment to be specific about the aircraft which will actually fly in the displays. Our list inevitably reflects this uncertainty and, as we go to press, it is still not known whether Concorde will fly or whether it will be relegated to the static park. •
The Israeli Kfir will certainly not appear. The SBAC stands by its claim that IAI simply applied too late, but concern for Arab opinion continues to suggest itself as a contributory factor. The presence of Romania and Poland suggests a continued effort to export to Western countries. But Brazil's vigorous, export-hungry industry will be a surprising absentee. Once again, Farnborough has not attracted wholehearted support from the general-aviation manufacturers.

The Pezetel Iskra jet trainer will make its Western European debut at Farnborough, highlighting the current Polish export effort. A ground-attack version exists