STRAIGHT AND LEVEL

Rolls-Royce has also pro-
vided the power for another
world record.
For an RAF spray-
powered Phantom has estab-

A Department of Trans- 1
port statement said: "As ^fl
the main wheels left the 1
runway, a loud band was 1
heard, and the second offi- 1

Left; Rolls-Royce Commercial Brief, March 18: Right; Horley Mirror, April 7

GOOD morning. I am going

to Boston but I want
my baggage to go to
Milwaukee.
- —We can't do that sir.
You did it last week.

• Robot riveters are putting
people out of work and
robbing aircraft factories
of their nostalgia—that-
always-remembered random
staccato of men making
aeroplanes. And ah! tha t
fragrance, which automation
has not yet dispelled, of
epoxies and phenolics and
a thousand other flying-
machine aromas.

Robots ensure that after-

noon rivets are as good
as morning rivets, and that
you get fewer customer
complaints about manu-
facturing quality. No more
Friday Afternoon Wings for
the customer's rep to
reject. He knocked off
early for the weekend
anyway.

• Bit cheeky of SAS to nick
the BCal advertising slogan
"We never forget you have a
choice".
Tha t now belongs to
British Airways, though
perhaps adapted to the
new situation—"We never
forget. . . what?"

WOMEN IN AVIATION

Y

OU can just stop tha t
sulking, Alfred. You have
had quite enough aeroplanes
for one day.

— Boo-hoo, scowl, sob.

Come along now. You can
have another flight in an aero-
plane next week.

— Sob, scowl, boo-hoo.

Alfred, there are other
things in life besides aero-
planes.

— Scowl, sob, boo-hoo.

I'm getting fed up with

looking after everything—the
garden, the bills, the
children's schooling, that
damp patch in the bathroom,
your wretched family. I seem
to be responsible for every-
thing while all you can think
about is your blessed aero-
planes . ..

— HOWL, SCREAM.

Oh all right, you can have
another go. I'll come with you
if you like. But you must
promise to find time for other
things. Like buying yourself a
new suit.

uHof

hell no, triple no, no squared"
E

ENGINEERS are "always
•i coming up with com-
plicated : tions and
terminology rather than
fixing the thing", says .Jeana
Yeager at a point in the book
Voyager where the problems-
are so ov ning that
Dick Rutan isn't the only
member of the team close to
i ting.
But one mi.t .hive
to succeed in aviation.
especially if one intends to
fly round -he world without
refuelling.
;

Whe n Dick hi > r ,

:

iat an
ei.unc lumpjn'- ju ,t down
the flight line at e was
testing an unrlucte.l fan, he
exploded: "Unducted fan?
l't tell me what it isn't,
tell me what it is."

Yet his favourite quota-
tion, stuck on his wall in the
hangar at Mojave, - was:
"Life's a bitch, and then you
die"

Duiuig a te btr
he was so exha? \A the
w<;ather so rough that he
could hardly land, Jeana
•hed up arw , d his
arm, saying: "It's okay,
Rutan, it's okay. You're
doing fine. Cairo down. You
can do it," and coolly
continued the checklist.
At

with Voyo ost out of
control, she leaned forward
aw* ask."l: " A

r e v.-t V>&.>u ?

fun yet?".
<)n the ground Dick raged:
•'ix^s joK\ I-*" •>*> -hell <b>{
we get into this? There is no
way this thing can make it
around the world. v\'ho are
we kidding? The longer we

go on, the deeper we.get, the
lldffll ? it « lH 'V (1/ g>>i C »
w we have no cho^ -
The only way,out, is death,"
Jeana recalls that when
he was back in the hang -
in his \ 'oyagcr team o\ oralis
and wise>

sss, he was "as pro.
sional as ever".
In mission conti
the record flight, weather
and performance people
competed for the radio. One
day designer Hurt Rutan
was particularly woiv
• . uel burn. He s< i
"Pd like to run tb.

;

weather guys out of th- -
and talk to Dick ihoot his,
iirjnooe"'. Bruce- E*'atw.,
controller, disagreed: "You
performance weenies may
as • ' 11 go home right now.
There's nothing left for you
to do. They'll fly the
airplane as far as they can
nnri then trvv'll Lr.o ii.
all."

Over Africa, wh i
towering cuniin bubbled
iii ' h '<>! i U oti <•" ' H >e<

speeded-up weather movies,
mission control at Mojave
vetood routeing over Soma-
lia and Chad and Uganda to
mis-, ihe storms—too sensi-
tive politically. "Thr
where you get 'shot down.
It's no, hell no, ti . ' •

To fly rouftd the world
without refuelling, e-
your negatives must he
positive.

' m? o *•. Jeana ¥ea.gefc»ttdjMcjs
H'ltan, Hem n mm iQMfiper lit >•.-
or Street, London V,

MISS YOU!. . . (Unipart Four-
nier pair, Redhill air show, June
1987)

52 FLIGHT INTERNATIONAL, 14 May 1988