STRAIGHTS LEVEL

A\ro Type E (500)

Clarence E Whiteknuckle:
"What will this great as-
sembly of almost 20 na-
tional AOPAs in Johan-
nesburg achieve — will
anything be changed?"
Nigel Spamcan: "Oh no.
We won't change anything
— except our minds."

• South African Airways
has a Casa-built Junkers Ju
52/3m which is known to
its devoted crew as "Rat-
tlestar Galactica".

• Arise the Neddy who
decided that Cat III deci-

sion heights are in feet,
but that decision distances
are in metres. You have an
ally at Salamander books
who's decided to blight
Alfred Price's latest book
on the Messerschmitt Bf
109* by declaring that its
Daimler-Benz engine grew
from "...7.46Imp gal
(33.91itres) to 7.85Imp gal
(35.71itres)..." You can
just imagine him getting
onto his 1.76 fluid-ounce
moped and going down to
the pub for a 0.2841itre of
lemonade shandy, can't
you...

Captured German transmitter, 1943

* Messerschmitt Bf 109 by
Alfred Price, Salamander
Books, London, England.

• Speaking of which, how
many Nephews had for-
gotten that there was a
carrier-borne version of
the Bf 109 (the Bf 109T),
complete with a tail-hook
and folding wings? Or that
there was the Mistel — a
Bf 109 with a Junkers
Ju.88 hung underneath it
with a warhead where the
pilots should have been, as
a giant powered-but-un-
guided bomb...?

ROGERNOMICS
Lesson 1,992,003
AIRPORT FINANCES
There was this Canadian
airport that decided to
raise revenue by introduc-
ing a passenger tax. It
didn't collect a cent —
because all occupants of
all general-aviation aircraft
were "crew members"...

• VEBEG GmbH of
Frankfurt advertises three
ex-East German Tu-134As
;ie News, two of
which are equipped with
"saloon furniture". Per-
haps if Birdseed Airways
followed suit and fitted its
Megafatties out with bar-
stools, card tables, hon-
key-tonk pianos and
spitoons, maybe they'd
solve the disappearing-
load-factor syndrome...

• On the Pacific atoll of
Nikumaroro, over

The following creed (screed?) appeared in the Roger-post tray bearing nothing other than what appear to be the greasy paw-prints of a kangaroo....

THE PROPER ATTITUDE

"The airline transport pilot leaps tall buildings in a single bound, is more powerful than a Boeing 747, is faster than a speeding bullet, walks on water and discusses policy with God.

The multi-engine pilot leaps short buildings in a single bound, is more powerful than a Boeing 707, is just as fast as a speeding bullet, walks on water if it is calm, and talks to God.

The instrument pilot leaps short buildings with a running start and favourable conditions, is almost as powerful as a Learjet, nearly as fast as a speeding bullet, walks on the water of an indoor pool, and talks to God if a special request is approved.

The commercial pilot leaves high marks when attempting to leap short buildings, loses a tug-of-war with a twin-engined aircraft, can fire a speeding bullet, swims well and is occasionally addressed by God.

The private pilot barely clears a camping tent, is run over by single-engined aircraft, sometimes recognises a speed-ing bullet, can dog-paddle, and talks to animals.

The soloed student pilot runs into buildings, recognises a Cessna 172 two times out of three, has never seen a speeding bullet, can stay afloat if properly instructed, and talks to water.

The non-soloed pilot falls over door sills when trying to enter buildings, says "Look at the aeroplanes", wets himself with a water pistol and mumbles to himself.

The Engineer lifts buildings and walks under them, kicks aeroplanes out of hangars, catches speeding bullets with his teeth and chews them, and freezes water with a single glance.

The engineer is God..."

3,000km southwest of Ha-
waii, researchers have
found a piece of aircraft
skin which they are "90%
sure" comes from the
Lockheed Electra which
Amelia Earhart and Fred
Noonan were piloting
when they disappeared in
July 1937 during a round-
the-world flight. They've
found other artifacts, like
a piece of a shoe, and a
medicine-bottle cap, both
of US origin, and have
tracked down a British of-

ficial who reported signs
of life on the atoll (then
called Gardner Island)
when he visited there in
October 1937. Perhaps
one of the great aviation
mysteries is close to being
solved...

NOUVELLES HISTOIRES

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thousand tons of freight and mail. In the 50s the Soviet aircraft industry created the world's first turbo-jet passen-ger airliner — Tupolev TU-104. In 1956 it was launched to serve the international airways and on October 12 started to carry out scheduled flights over the Moscow-Prague
airroute Aesroflot was two years ahead of British and US
airlines in this respect, since they started to operate jet air-
craft Kometa and Boeing-707 on a regular basis only in
1958.

Aeroflot annual report, 1990

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