



Charles Lindbergh arrives at Croydon, 1927

Top Kneddy: "OK, you asked for C²; we gave you C³. You asked for C²; it cost, but we gave you C³. Now you want C². If you don't mind my asking, what the blazes is C²?"

Gen Strike: "Command, Control, Communication, Computers and CNN..."

Yuckspeak

Series of 1,000,000

"Tiered Evolutionary Approach" = seniority

Uncle Roger's Total Aviation Bookshelf

Eagles: 80 Aircraft that made History with the RAF, by Peter R March; Weidenfeld & Nicholson, 5 Upper St Martins Lane, London WC2H 9EA, UK, in association with the RAF Benevolent Fund.

Potted profiles/histories of 80 of the most significant aircraft used by the RAF in its first 80 years, from the Bristol F2B Fighter of 1916 to the Boeing E-3A Sentry. Each gets a few hundred words of text, and several photographs, most of them in period, though there are

also a few large modern plates.

Strikes: some splendid pic-

...ge juice and conc...
Before long, the check-in woman arrived and said that since there were 17 passengers we would fly on the "big plane", a Fairchild Dornier 335. We sat in luxurious leather seats and were served a home-prep...

Leon Simon

Sunday Telegraph, London



Hendon, 1911

tures; nice little spec/history boxes; quotes in each case from the men who actually flew the aircraft in period;

Strike-outs: no index; some text a bit too brief; every reader will be able to find at least one aircraft he/she thinks should have been included instead of one or more which are.

TAB Rating
[X] Middle Shelf

Rogerways
Poster Special
RUABA241? Y?

Uncle Roger's Dictionary of Warfare

Graphite Bomb: non-lethal device consisting largely of long filaments of carbon, used for temporarily disrupting communications systems; otherwise known as the censor's pencil.

FLIGHT

THE AIRCRAFT ENGINEER AIRSHIPS

75 YEARS AGO

Extracts from *Flight*, May 29, 1924

NOTICE TO AIRMEN Rules for Flight over Air Routes

It is notified:

1. In order to give general application to the rules designed to minimise the risk of collision, which have hitherto only applied to aircraft flying over an officially recognised air route, the following rules have been agreed on by the British, Belgian and Dutch Governments:-

"(a) The normal procedure in order to reduce the risk of collision to the minimum consists in flying in a straight line, steering by the compass and carefully watching the air space in the region ahead of the aircraft. Every pilot, when flying on a compass course, shall, whenever it is safe and practicable, fly on the right of the straight line joining the point of departure to the point of arrival.

"(b) When an aircraft is flying beneath cloud, it must keep at a fair distance below the cloud base in order to see and be seen.

"(c) When a pilot decides to follow a route which is officially recognised or consists of a line of ground marks such as a road, railway, canal, river, etc., he should bear in mind that the risk of collision with another aircraft following the same route is considerable. Every pilot following such a route, therefore, shall endeavour to keep it at least 300 metres on his left.

"(d) Every pilot who decides to cross any route he is following shall cross it at right angles and as high as circumstances permit. Should he desire, after crossing it, to resume flight in a direction parallel to the route, but keeping it on his right, he must keep sufficiently far from it to avoid aircraft following it in the normal way.

"N.B. - These regulations shall in noway relieve pilots from the necessity of conforming to the regulations set forth in Annex D of the International Air Convention of October 13, 1919."

Paris-Tokio Flight

Lieut Pelletier d'Oisy, who came to grief in a bunker on the Shanghai golf course, on May 20, will not be prevented from resuming his journey to Tokio for the lack of a machine, for he has received several offers of a new mount from several quarters. Besides the French military Breguet at Hanoi... the British authorities at Hong Kong offered to send a new machine for d'Oisy to fly.