



# Straight and Level



**S**TANSTED IS BEING DEVELOPED, as it has always been developed, regardless of the great Third London Airport question, which will be the great Fourth London Airport question if we don't get on with it.

*The Times*, commenting on the British Airports Authority's plans for a new terminal at Stansted, speaks of "contempt for open, deliberate and reasoned processes of decision-making, secured with so much difficulty in the case of the Third London airport. "It is," it says, "too much to stomach."

What we have to stomach, if I get it right, is that the airline business should stop growing until the Roskill Committee has reported. You can hear the tower now:—

"You are number three to land, runway two three, wind two four zero ten knots gusting to twenty, QFE one zero one six millibars, hold at the outer marker pending the outcome of the Roskill commission."

● I shall probably now make myself Mr Peter Masefield's least favourite person. I wish to comment on the coat of arms of the British Airports Authority.

It is one of those phoney heraldic confections full of devices like winged lynxes, the mediæval symbolism of which has to be laboriously explained—for example: "The closed helm with wreath and mantling is appropriate to an impersonal body."

In the unlikely event that a member of BAA treats me impersonally, I shall say unto him: "Open thy helm, villain, and stuff in it thy wreath and mantling."

● *Thinks*, further to the above, Why won't BAA's nice, simple, modern parallel-runway symbol do?

From a headline in the "Daily Telegraph"

**PRINCE'S PLANE  
GROUNDED BY  
TYPHOON**



Bit of elevator buzz today, Fred

Bees swarming, Lasham Gliding Centre, July 30, 1968



The Minister's Lightning visit at the Farnborough Show

● Dassault have become rather like my beloved de Havilland. Technically de Havilland were for years the elite of Britain's aircraft industry. But success went to their heads. They believed that one day the entire world would be part of the de Havilland Enterprise.

Watch it Dassault, or Hawker Siddeley will be taking you over.

● The Air Transport Licensing Board has just reminded the airlines and the travel agents that they must not give presents of money to customers.

Is it not the apogee of imbecility that the Board of Trade (i.e., BOAC and BEA) make the independents charge so much more than they need to charge that it pays them to hand out fivers and tenners like overnight socks?

● Mr Henry Marking, chief executive of BEA, is reported to have suggested that Birmingham should run its own airline, hiring aircraft from the corporation. This follows years of agitation in the City for better air services.

Can one detect just the teeniest note

**A**N eight-engined bomber narrowly missed space pads loaded with rockets and a Polaris nuclear submarine when it

From the "Daily Express" for August 31, 1968

of exasperation in BEA's response? Yet, perhaps both parties are right. The airlines can't make profits from the traffic offering: the merchant princes of Birmingham can't make profits (and boost exports) without well-timed, twice-daily Brummagem Airways services to all the European centres at least.

I wonder if other countries are right to subsidise important business air routes? Airline profitability may be less important than doubling or trebling Britain's selling effort abroad.

● I think that I can at last explain why I don't like BEA's new "logo." It is because, after a month's continuous, uninterrupted scrutiny, I cannot read it.

● The other thing about BEA's new style is that, scrutinising the aircraft with a tremendously close scrute, I cannot see the British flag anywhere.

● "As from 1970," says Mr Harold Graham of Pan American, "we are all starting from scratch on a thing called an airline."

I'm really looking forward to that D.H.4 inaugural.

*Roger Bacon*