



Mike Ramsden Remembered

The death of J M (Mike) Ramsden, best known for his work at Flight International, was noted in many publications. The notices have been extracted and are given in this compilation.

- Page 2 Flight International, 6-12 August 2019
- Page 4 Flight International 3-9 September 2019
- Page 5 RAeS Aerospace September 2019
- Page 6 British Transport News 5 August 2019
- Page 7 Enterprise No. 187, September 2019. Magazine of the de Havilland Moth Club
- Page 7 Aeroplane, October 2019
- Page 8 de Havilland Aeronautical Technical School Association Newsletter No. 75, Autumn 2019

- Page 10 Article by JMR published in Flight 5 Jan 2009, to mark the magazine's 100th year of publication.

In 2014 he was recorded talking about the Comet by the BBC Witness programme, which can be viewed here

<http://tinyurl.com/yxw2jkoo>

Roger and out

From writing memorably on many of the century's iconic aerospace events to being the wit behind *Straight & Level*, Mike Ramsden piloted *Flight International* through its glory years

Ramsden in 2016 after receiving his lifetime award



BillyPix

Mike Ramsden, the legendary editor of *Flight International* during what many would consider the heyday of the magazine and the post-war aerospace industry, will be remembered as an exceptional writer, visionary leader and gentleman of the profession.

Ramsden, who died on 28 July aged 90, was also the last editor of *Flight International* to have begun his career in the industry, serving as a technical apprentice at his beloved de Havilland before joining *Flight* in 1955. It was a time when the demands of the Cold War were accelerating the development of military aircraft technology, jetliners were becoming a reality, and the two superpowers were poised to launch the space race.

There was still an extensive UK aircraft industry, with government funding for projects that was often mired in secrecy and controversy. Untangling the politics and explaining the technology to many tens of thousands of aviation professionals and enthusiasts hungry for details made the job of Ramsden and his colleagues fascinating, challenging and rewarding.

As Ramsden recalled of those early years in an article he wrote for the 100th anniversary edition of *Flight International* in 2009: "The stories flew at us: birth of the jet age, Cold War, Sputnik, MiGs, industry mergers, airline competition, incident safety-reporting and jumbo jets."

After a spell running the air transport desk, Ramsden took over as editor from Rex King in 1964. It represented a new era in that he was from a generation that had not fought in the conflict with Hitler. His two predecessors, King and, before him, Maurice Smith, had both served in the Royal Air Force. Smith won two Distinguished Flying Crosses flying Lancasters and Mosquitos; King was a weapons intelligence officer.

However, under JMR, as he was universally known, the magazine was also embracing a less UK-centric outlook after adding "International" to its title in 1962, and beginning to report extensively on the remarkable aerospace developments in the rest of Europe, the USA, and the Soviet Union.

As a former engineer, Ramsden helped establish *Flight International's* reputation for technical expertise and coverage of aviation safety, reporting on accidents and their investigations, but also advocating for advances in training and oversight. He had a front row seat for many of the major aerospace events of the late 1960s and 1970s, including the Apollo programme and the inaugural press flight of Concorde.

JMR's poetic way with words in capturing the poignancy of a historic moment became a trademark. In an editorial following the 1969 Moon landing, he wrote:

"The wings man made in the morning of this century have flown faster and further than he could have dreamed. In this our journal's 60th year, a man who had walked on the Moon was greeted back on Earth by another who had been the Wright Brothers' mechanic. No handclasp in history more vividly measured man's progress or the nobility of his intellect and its mastery over matter."

He was also for many years the anonymous wit behind Uncle Roger Bacon, original author of the Straight & Level diary page, inventing characters such as Captain Speaking and business editor Rex Stocks.

Ramsden "moved upstairs" to become editor-in-chief in 1981, a post he held until 1989 when he moved to the Royal Aeronautical Society to spend the last four years of his full-time career as editor of its monthly journal, *Aerospace*. His stint on *Flight International* spanned 34 years, from a time when – as he recalled in our 2009 article – there were 25 tortuous production processes from writer to reader. This compared with two or three as computers and other new technology began transforming publishing in the late 1980s. In aerospace terms, his tenure took in the emergence of the USA's first jet airliner, the Boeing 707, and that of Airbus's coming-of-age A320.

In retirement, he continued to write and appear on the lecture circuit. In the 2016 Aerospace Media Awards, he was recognised with a long-overdue Lifetime Achievement Award.

Flight at its best: celebrating JMR

Luminaries of the UK aviation industry joined family, friends and former *Flight International* colleagues to celebrate the life of our former editor Mike Ramsden, who died on 28 July, aged 90.

No fewer than 18 *Flight* staff past and present attended the celebration to bid farewell to the popular and hugely respected editor. Appropriately, given Ramsden's lifelong love of all things de Havilland, a DH89 Dragon Rapide buzzed the attendees after the ceremony.

The *Flight* group photo (*below*) includes JMR's wife Angela (*front left*) - an honorary staff member, as she was the inspiration behind Straight & Level's "Angela Obvious" character, created by Ramsden in the guise of diary columnist Roger Bacon. Daughter Annabel (*front right*) also briefly worked for the magazine when her father was editor.

During the celebration we heard about JMR's other love - painting watercolours - and how he would sell his creations from a market stall in St Albans to fund his flying.

Former colleagues recalled JMR as a charming boss, although no one escaped his dreaded "greenies" - the hand-written corrections to their copy. Particularly worrisome was the inscription WIHIIH - "What in hell is happening?" - which inevitably signalled the need for a re-write.

Meanwhile, a JMR stamp of approval was marked simply FAIB - "*Flight* at its best".

Donations in JMR's memory can be sent to Mark Miller, de Havilland Support Ltd, Duxford Airfield, CB22 4QR.

Flight farewell: family and former colleagues remember editor JMR



JOHN MICHAEL 'MIKE' RAMSDEN



CEng FRAeS
1928-2019

The phrase 'Total Aviation Person' often fell from the lips of Mike Ramsden to hail someone in whom he perceived complete devotion to the industry he loved. Almost anyone who ever met him though, would agree that the term was the perfect description for Mike himself.

Mike began his career with an engineering apprenticeship from 1946 to 1950 at the de Havilland Technical School, and continued with the company until 1955, when he moved across into the aviation publishing world, joining *Flight* as part of the air transport team. It was that team which introduced the magazine's famous diary column, Straight & Level, written by 'Roger Bacon', a character who invented a series of humorous terms and phrases which are remembered even now by aficionados of Mr Bacon's heyday.

Mike later moved up to be air transport editor before, in 1964, becoming Editor of the magazine, which by then had rebranded as *Flight International*. JMR, as he was known around the *Flight* office, led the publication through years which featured immense advances in aviation – just look at all the important 50th anniversaries being celebrated this year as one example – before handing over the editorship in 1981. He remained with the magazine until 1989 in the role of Editor-in-Chief.

On his 61st birthday, Mike joined the Royal Aeronautical Society as Editor of *Aerospace* and head of publications. Over the subsequent four years he transformed the magazine into a key player among monthly aviation publications. He even gave *Aerospace* its own sideways look at the industry with the 'Final Approach' page written by 'Uncle Brian'.

Mike retired from the RAeS in October 1993. Not a man too keen on big surprises, he instantly 'forgave' his loving wife, Angela, for keeping secret a celebratory lunch to mark the occasion. Many friends and former colleagues gathered in the Argyll Room at No.4 Hamilton Place to give him a memorable send-off.

Below: *WIIH?!* Mike and his wife, Angela, with colleagues past and present, gathered on the terrace at No.4 for a surprise lunch in his honour shortly before his retirement from the Society in 1993. RAeS (NAL).



Safety champion

Aviation safety was always at the forefront of Mike's thoughts about the industry – and he championed the cause throughout his career. His excellence in writing on the topic was recognised in 1977 by the Flight Safety Foundation when he was made the recipient of the Foundation's Cecil A Brownlow Publication Award 1977 for his book, *The Safe Airline*. The award was set up 'to recognise significant contributions by journalists to aviation safety awareness'. Three years earlier, *Flight International*, under his stewardship, had won the award.

Another personal accolade came from The Honourable Company of Air Pilots (incorporating Air Navigators) as part of its 1980/81 honours programme. Mike was awarded The Cumberbatch Trophy for 'an outstanding contribution to aviation safety'. In 1988 Mike was awarded the Royal Aeronautical Society's Wakefield Gold Medal 'For his continuing and effective campaign, exercised through his writings, to improve further standards of air safety'.

Equal to the passion Mike had for aviation safety was his sense of fairness. Those two attributes combined when he campaigned against an RAF verdict of gross negligence against the pilots – Flight Lieutenants Jonathan Tapper and Rick Cook – of Chinook ZD576, which crashed into a hillside on the Mull of Kintyre in dense fog on 2 June 1994. This was a cause into which he threw a huge amount of his time and energy (see, for example, 'The Chinook Case', *Aerospace International*, July 1998, pp 24-28). The verdict was eventually overturned, much to the delight of Mike and his many fellow campaigners.

Away from the office, Mike was a qualified pilot and, as seems so common to many in the aerospace industry, a big music lover. While he appreciated many composers, Mozart – 'a genius' – headed the list.

Mike's admiration of all things de Havilland was renowned and in 2016 he published a scholarly tribute, *Sir Geoffrey de Havilland: A Life of Innovation*, which was described in *AEROSPACE* as "a warm and affectionate biography of one of the greatest names in aviation, written with love and respect."

There are many other tales to be told about his writing and his works. However, to understand the respect and admiration for Mike, when he was presented with a Lifetime Achievement Award at the Aerospace Media Awards in 2016, every colleague and contemporary in the room was on their feet applauding, as if to say, "Yes. About time!" Because, simply, in the world of aviation journalism and publishing, he was one of the greats.

Bernie Baldwin

Editor, *Aerospace*, 1993-1998

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5 AUGUST 2019

Mike Ramsden

Known for his humility and wit, plus writing skills, Mike Ramsden, "JMR" to everyone, has passed away aged 90.



JMR speaks at Brooklands during the celebrations of Flight magazine's 100 years 14 March 2009. Image by Flight regular photographer Mark Wagner.

It was back in 1955 that he arrived at the then *Flight* magazine (still printed today as *Flight International* today and on-line as *Flight Global*) from an apprenticeship at de Havilland Hatfield. His stint on the world's oldest aeronautical weekly was to span 34 years, from a time when – as he recalled in a 2009 article – there were 25 tortuous production processes from writer to reader.

He was to serve the publication in various capacities until 1989, when he joined the Royal Aeronautical Society completing last four years of his full-time career as editor of the monthly *Aerospace*.

His poetic way with words in capturing the poignancy of historic moments shone through. An editorial following the 1969 Apollo 11 moon landing showed his journalistic craft to perfection:

"The wings Man made in the morning of this century have flown faster and further than he could have dreamed. In this our journal's 60th year, a man who had walked on the Moon was greeted back on Earth by another who had been the Wright Brothers' mechanic. No handclasp in history more vividly measured Man's progress or the nobility of his intellect and its mastery over matter."

Our condolences to wife, self-dubbed "Angela Obvious", noted in *Flight's Straight & Level*, son James, daughter Annabel and family.

The funeral will be on Tuesday 20 August at 12:30 at Harwood Park Crematorium, Watton Road, Datchworth, Stevenage, Herts SG2 8XT.

[Index/Home page](#)

J.M. 'Mike' Ramsden

2 October 1928 - 28 July 2019

Mike Ramsden, former Editor and Editor-in-Chief of *Flight International* magazine, has died aged 90.

Beginning his aviation career with the de Havilland Aircraft Company at Hatfield as a member of the Aeronautical Technical School, where he was involved in development of the Comet jetliner, 'JMR', as he was invariably known, joined the staff of *Flight* in 1955 as Air Transport Editor, became its Editor in 1964 and Editor-in-Chief between 1981-89, after which he spent four years before retirement at the Royal Aeronautical Society. Of his editorial predecessor at *Flight*, Rex King, he later recalled: "He preferred after-work meetings over a pale ale in *The Brunswick Arms* near our offices, then in central London. Big ideas took off in the *Brunswick*. One evening in 1957 Rex agreed to our ideas for a diary column and named it '*Straight & Level*', where 'Uncle Roger' Bacon and his offbeat, but quintessentially British sense of humour held court."

And so, at the hand of 'JMR', it continued for decades. Who can forget 'Uncle Roger's' witty photo captions, often depicting a gear-up landing or otherwise wrecked aeroplane with the speech bubble: 'Bit late on the roundout again Hoskins!' And, it is believed, it was Mike who coined the name 'Reginald S. Potter' for aircraft spotters.

In 2016 Mike Ramsden was presented with a Lifetime Achievement Award at the Aerospace Media Dinner. He was President of The Royal Aeronautical Society's Hatfield branch, and published several books, the most recent of which was titled '*Sir Geoffrey de Havilland – A Life of Innovation and Leadership*', an accolade that might equally be applied to him.

MFJ



Above. An admirer of all things de Havilland, it was almost certainly Mike Ramsden's influence that prompted *Flight* magazine to be a co-sponsor with *Aeroplane Monthly* of the Famous Grouse Rally in 1979. He was caught pacing the aircraft park at Hatfield in his role as a judge in the Concours competition. Puss Moth G-ABLS caught his eye but was not part of the event. (Sid Tucker.)

Below. Mike sharing Concours inspection duties with Roger Sherron, one of the first Pan American B.747 captains and owner of a Tiger Moth based in California. (British Aerospace.)



Aeroplane was very sad to learn of the death of Mike Ramsden, former editor of *Flight International*, on 28 July. He was aged 90.

**Aeroplane
magazine
October
2019**

The former de Havilland apprentice joined *Flight* in 1955, and his time at the helm from 1964-81 took in some of aerospace's most epoch-making events: in one year, the first flights of Concorde and the Boeing 747, and the moon landings, to name but three. Its coverage under Ramsden's stewardship set the standard. Managing editor between 1981-89, for many years the man behind 'Uncle Roger' on the 'Straight and Level' page, and thereafter editor of the Royal Aeronautical Society's journal *Aerospace*, he was an irreplaceable giant of aviation journalism. Our condolences to his family and friends.

de Havilland Aeronautical Technical School Association Newsletter No. 75, Autumn 2019

John Michael Ramsden
DHA Hatfield 1946-1950
Died 28th July 2019 aged 90

Mike was born in Blackpool. His father was Jack Ramsden, who worked for British Movietone News and flew during WW2 on operations with both the RAF and the USAAF. The family moved south to Edgware around 1937. Mike was sent to Bedford School as a boarder, his father having heard good things from Old Bedfordians. There he joined the Air Training Corps, having always been interested in aeroplanes, attending many air shows of the Cobham variety. In the oral history he recorded in 2010, Mike recalled that in October 1943 he went to Hatfield with his father who was filming the then-new Vampire. In conversation with his father and unheard by Mike, Geoffrey de Havilland Jr said words to the effect that "if your lad is interested in aircraft then he couldn't have a better start in life than joining the de Havilland Aeronautical Technical School". Mike had been destined to read classics at Oxford, but his school friend Michael Spanyol had planned to become a Rolls-Royce apprentice and initially Mike thought of joining him. In the end both went to DHAeTS.

Mike's first known journalism appeared in The Pylon during his apprenticeship. He co-edited several issues and contributed articles and cartoons. He was a committee member of the original DHAeTS Old Boys Association right from the start in 1951. He was a member of the Wasps Rugby Club, whose ground at Sudbury (Wembley) was near his home. He also played, of course, for the Tech School team. Towards the end of his apprenticeship he became interested in and involved with the work of the Public Relations Dept. It was there that he met Angela Mortimer. On completion of his apprenticeship, he joined PR, then led by Martin Sharp (author of the definitive history 'DH'). His engagement to Angela was announced in Pylon Christmas 1952 and they married in 1953.

Mike saw and participated in first the Comet glory years and latterly the disaster year of 1954. With the Company at a low ebb, he left in 1955 to join Flight magazine as a journalist on the air transport team. In an article he wrote for the 100th anniversary edition of Flight International in 2009, Mike wrote: "The stories flew at us: birth of the jet age, Cold War, Sputnik, MiGs, industry mergers, airline competition, incident safety-reporting and jumbo jets."

In those days the magazine owned an aeroplane, first a Miles Gemini, then in succession a Beagle Airedale, a Beech Baron and a Piper Seneca. Mike said that the Seneca "was very nice until a flightless bean-counter heard about it". He learnt to fly so that he could participate in the various visits to factories along with photographer and artist – Flight was renowned for its cutaway drawings. A talented artist, he raised money to pay for his flying lessons by selling watercolours from a stall in St Albans market.

It was in January 1958 that the then editor, Rex King, agreed to Mike's proposal of a diary column. Rex chose the name Straight and Level and the byline Roger Bacon, saying that Friar Bacon (the 13th century scholar) was the first Englishman to say anything sensible about aeronautics. Mike gleefully recounted clangers and lampooned those in power

(‘the neddies’), also delighted in interpreting ‘yuckspeak’, e.g. ‘Our high-capability facility offers optimum rectification work = we do repairs’. ‘And By and By a Cloud Took all Away’ was Mike's choice of heading for Flight's wonderful aviation photo archive. (For those who have always wondered, Mike adapted it from a line spoken by Prospero in Shakespeare's Two Gentlemen of Verona.). He created the phrases Total Aviation Person (TAP) and Aaah...de Havilland.

Mike became editor of what by then was Flight International in 1964. As a trained engineer, he helped to establish Flight's reputation for technical expertise and coverage of aviation safety, reporting on accidents and their investigations, and advocating advances in training and oversight. In 1976 he published ‘The Safe Airline’, a scholarly analysis of the entire topic, all of which is every bit as relevant today as it was then. It won an award from the Flight Safety Foundation.

He had a front row seat for many of the major aerospace events of the late 1960s and 1970s, including the Apollo programme and the inaugural press flight of Concorde. His poetic way with words in capturing the poignancy of a historic moment became a trademark.

In 1981 he became Editor-in-Chief and in 1989 he left to become Editor of Aerospace, the journal of the Royal Aeronautical Society, and Head of Publications. He retired from the RAeS in 1993.

The Honourable Company of Air Pilots (incorporating Air Navigators) in 1980/81 awarded Mike The Cumberbatch Trophy for ‘an outstanding contribution to aviation safety’. In 1988 he was awarded the Royal Aeronautical Society's Wakefield Gold Medal ‘for his continuing and effective campaign, exercised through his writings, to improve further standards of air safety’.

Mike campaigned against an RAF verdict of gross negligence by the pilots of Chinook ZD576, which crashed into a hillside on the Mull of Kintyre in dense fog on 2nd June 1994. This was a cause into which he threw a huge amount of his time and energy. He was much obstructed and was ‘warned off’ by the Top Kneddies. The verdict was eventually overturned, much to the delight of Mike and his many fellow campaigners.

Another campaign was the response he led to the infamous Channel 4 programme ‘Comet Cover-up’ in August 2002, which alleged wrong-doing by de Havilland in the design of the Comet. After much effort, Channel 4 was forced to broadcast an apology in December 2003 and to publish it in the Daily Telegraph.

In the 2016 Aerospace Media Awards, he was recognised with a long-overdue Lifetime Achievement Award. Every colleague and contemporary in the room was on their feet applauding, as if to say, “Yes. About time!” In the world of aviation journalism and publishing, he was one of the greats.

Mike was a Chartered Engineer and Fellow of the Royal Aeronautical Society, and President of the Hatfield branch until last year when he retired due to ill health. He continued to write in his retirement, in particular a biography ‘Sir Geoffrey de Havilland – A Life of Innovation and Leadership’. Mike was a trustee of the Sir Geoffrey de Havilland Flying Foundation, and a founding trustee of the Mosquito Appeal Fund, which became the



current de Havilland Aircraft Museum. He painted throughout his adult life, also enjoyed classical music, particularly Mozart.

An anecdote he often related was, while still an apprentice, taking some photographs to the Public Relations Dept in the Admin Block. Clad in his scruffy overalls, a definite no-no in those hallowed quarters, he pushed open the door to find Sir Geoffrey about to exit the building. Without a word Sir Geoffrey stood back and held open the door. "That was the kind of man he was", said Mike.

He leaves his wife Angela, son James and daughter Annabel. As expected, his funeral was well attended. Mark Miller of DH Support flew a tribute over the assembly in his Dragon Rapide.

Mike had been working on a revised and expanded version of his book on Sir Geoffrey. Angela obviously plans to ensure that it is published.

15 Aug 1998 Moore Place, Aspley Guise, on the occasion of the 70th anniversary of the founding of DHAeTS.

Photo by Ken Watkins.

When I joined Flight in 1955 it was still to reach its 50th anniversary. Many of the aviation pioneers were still around, and meeting such people was to be my greatest luck.

I was interviewed by editor Maurice Smith and associate editor Rex King. Both had served in the Royal Air Force in the Second World War. Maurice won two DFCs flying Lancasters and Mosquitos, while Rex was a weapons intelligence officer - nobody could touch a crashed enemy aircraft until Sqn Ldr King had examined it.

Maurice was often away flying new aircraft for our In The Air series or testing the latest Ferrari in Monaco for our sister weekly Autocar. Ex-Bomber Command pilots with 40 missions could do what they liked.

Rex was our de facto boss. He was a collector of rare books, a stylish writer and a light handler of the reins. Appointed editor in January 1958, he preferred after-work meetings over a pale ale in The Brunswick Arms near our offices, then in central London. Big ideas took off in the Brunswick. One evening in 1957 Rex agreed to our ideas for a diary column and named it Straight & Level, where "Uncle Roger" Bacon and his offbeat, but quintessentially British sense of humour held court for almost half a century (and he still puts in an appearance for his annual festive quiz).

Rex King introduced an important change in at the beginning of 1962 attaching the word "International" to the journal's title.

We didn't seem to need a heavy command structure. It was up to the staff to fill 2,000 reader-pleasing pages a year. The stories flew at us: birth of the jet age, Cold War, Sputnik, MiGs, industry mergers, airline competition, vertical take-off, man on the Moon, supersonic transport, European co-operation, incident safety-reporting, and jumbo jets.

I started by assisting air transport chief Bob Blackburn, devotee of The BBC's Goon Show and advocate of accountability, a concept which I hadn't then appreciated. Bob's thesis was that secrecy about public spending makes enemies. In 1964 I succeeded Rex as editor, a post I held until 1981 when David Mason took over and I became editor-in-chief for the next eight years.

Our technical editor Bill Gunston, who won his wings on RAF Harvards, was the most infallibly well-informed aviation person I have ever known. He became famous for his technical "probes". His desk was covered with references to jigs and widgets that he had spotted in arcane publications like Aircraft Production. One of his probes resulted in a visit to Rex's office by an Air Ministry security official.

Mark Lambert had been a Royal Auxiliary Air Force Meteor pilot and would fly anything anywhere. He had an instrument rating, understood navigation equipment like INS, Decca and Doppler, spoke fluent French, German and Italian, and played the Spanish guitar.

Ken Owen, aeronautical engineer and pilot, earned two special places in Flight history: he reported the hugely complex public inquiry into the Comet 1 disasters in consecutive issues, which are still the most succinct summary of the subject. And he crashed our Miles Gemini light aircraft.

Everyone loved the Cirrus-engined Gemini but it was a twin without single-engine performance, demanding a big bootful of rudder if you wished to avoid a wizard prang after engine failure on take-off. Ken put it down somewhere in Croydon without hurting anyone. Maurice rang George, or was it Fred, and ordered a Gipsy-powered replacement.

To do a special issue Mark would fly the editorial aircraft to the factories, usually with photographer and artist. Arriving in the proper manner with the Flight flag flying and Mark speaking Italian (or whatever) opened doors.

The Gemini was followed by a Beagle Airedale (immortalised in the editorial Line Book: "Fly Airedale - Enjoy Lunch During Take-off"). The Airedale was followed by a Beech Baron and, lastly, by a Piper Seneca - very nice until a flightless bean-counter heard about it.

As today our cutaway drawings were miracles of engineering insight. In my time the masters of this wondrous art were Arthur Bowbeer, John Marsden and Frank Munger. All had backgrounds in draughtsmanship and hands-on aircraftmanship (Frank still overhauls Merlins). Their drawings were the "pin-ups" of every aircraft factory - as they are today.

Production editor Roy Casey sub-edited our text, corrected proofs, sized pictures and pasted galleys on to layout sheets secretaries retyped text (often retyping retypes) and merciless messengers biked it all to the printers, who retyped and re-read it again.

All gone now, swept away by the personal computer - and Macintosh. But there were about 25 processes from writer to reader compared with two or three today. And of course aeroplanes were always black and white. Colour lead-times were six weeks now they are six seconds. We were inefficient, yes, but how we admired the craftsmanship and obliging natures of those old-fashioned printers.

Roy Casey had the full range of attributes expected of a sub-editor, from very grumpy to very funny, with an ashtray full of cigarette stubs in between. Writing-style and grammar were his protectorates. One evening Roy telephoned the pub to tell us that nosewheel should be hyphenated. In retrospect I think he was just reminding us that sub-editors deserve a beer too.

In 1968, the long-standing rivalry between Flight and its British weekly opposition The Aeroplane was resolved by the merger of their parent companies into the IPC empire. After co-existing for a while, The Aeroplane was folded into Flight International. The name was resurrected as the historical Aeroplane Monthly title.

J M Ramsden