

FORTHCOMING RAeS CONFERENCES

APRIL 1989

- 11th April** The EUROFAR Project
13th April Flying Crew Interface with Aircraft
17th-19th April European Forum on Aeroelasticity and Structural Dynamics, 1989 at Aachen, FR Germany
18th-20th April Prediction and Exploitation of Separated Flow
19th-21st April Modern Techniques and Development in Engine and Component Testing: The European Propulsion Forum (Co-sponsored by AAFF and DGLR), at Bath
20th April Weapons Systems Interfaces with Air and Ground Crew at A&AEE, Boscombe Down

MAY

- 4th May** Selection and Training of Pilots
9th May The Maintenance of Modern Avionics Systems, at Heathrow
10th May Flow Visualisation Using Laser Techniques, workshop at Warwick University
17th-18th May Flight Simulation — Assessing the Benefits and Economics (Co-sponsored by AAFF and DGLR)
22nd-24th May 2nd European Aerospace Conference — Progress in Space Transportation (Co-sponsored by AAFF, DGLR, ESA and AIDAA), in Bonn, FR Germany
23rd May Unravelling the Web — Joint Ventures Explained

All conferences will take place at the Royal Aeronautical Society, 4 Hamilton Place, London, unless otherwise stated. For further information and registration details please contact: The Conference Office, Royal Aeronautical Society, 4 Hamilton Place, London W1V 0BQ. Tel: 01-499 3515, Fax: 01-499 6230.

CRANFIELD CONVOCATION & THE ROYAL AERONAUTICAL SOCIETY THE HANDLEY PAGE MEMORIAL LECTURE 'SPACEFLIGHT — BUSINESS OR PLEASURE'

**to be presented by Mr J. A. Holt, Managing Director,
British Aerospace (Space Systems) Limited, on 25 April 1989 at
The Royal Aeronautical Society, 4 Hamilton Place, London W1V 0BQ.**

Certainly in the UK, and increasingly in other nations, opinion is sharply divided on the benefits to be obtained from non-military investments in space.

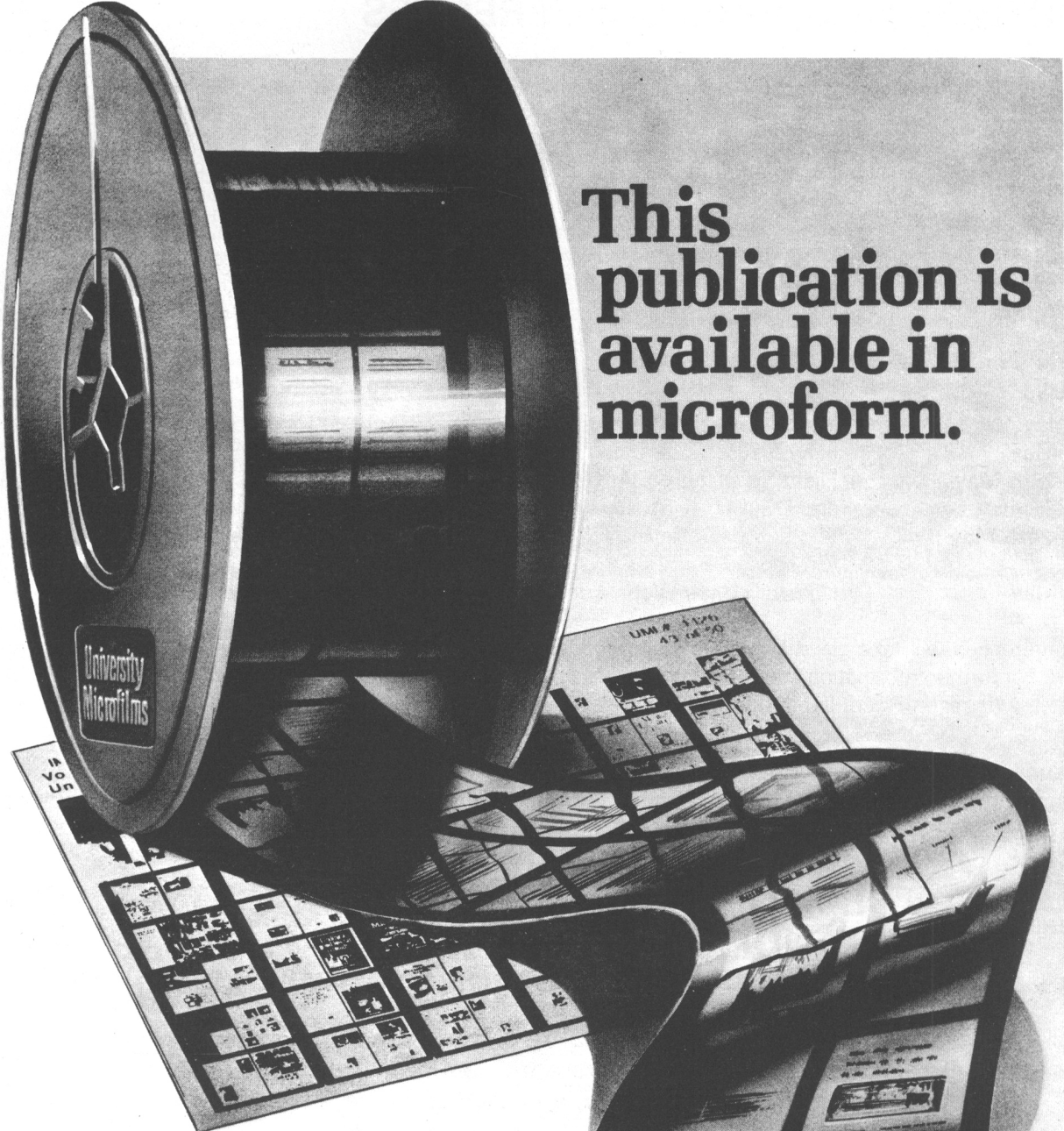
To some the case of space is self evident and is asserted with great enthusiasm, to others it is largely expensive and self indulgent. While the truth undoubtedly lies somewhere between these two extremes it has proved remarkably difficult, at least in the UK, to define this middle ground with sufficient conviction to allow a coherent policy to be established.

The 1989 Handley Page Memorial Lecture attempts to explore the truths and fallacies of each side of the argument by reference both to past experience and projection of the future in terms of technology, services and costs.

There are many historic parallels between the dilemma of the space business in 1989 and other branches of aerospace. These can be related with equal conviction by both protagonist and antagonist in support of their cases which serves to highlight the difficulty.

The paper attempts to put forward some of the criteria which could be used to locate the middle ground and form a basis for a coherent approach to space activities.

Finally the question must be asked on the role that the UK should place in the international space business both as a good citizen and from a self interest point of view.



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