

France's Gaullists are giving Callaghan lots of encouragement. Former Minister of Foreign Affairs Michel Jobert has called on France to pull out of the Atlantic Alliance in retaliation for continued U.S. efforts to ensure technological domination over Western Europe. French Prime Minister Raymond Barre first stated politely that "we do not understand how an advanced achievement by European technology does not find on the overseas market the same access which Europe reserves for U. S. equipment," but then went on to warn that "if the Concorde is denied landing rights in New York, no one should doubt that the relations between our two countries will suffer from it."

Trade unions in both Britain and France are warning

that if the Concorde is banned from New York's John F. Kennedy Airport, they will refuse to refuel or service American planes landing in Paris and London, while highly placed French officials are threatening to refuse Pan American and TWA jets landing altogether.

The Europeans took their appeal straight to the American people's belief in progress when Jean-Claude Decaux, a leading spokesman for the French aerospace industry, purchased a full page ad in the *New York Times* to explain that "The French People cannot understand why the leading country on the path to free enterprise, the country that gave the world Charles Lindbergh and fantastic space achievements, would bar the fastest bird in the world, Concorde, from landing in New York."

Why The U.S. Does Not Have An SST

Following the Soviet launching of the first Sputnik in 1957 and other Russian advances in space technology, tremendous pressure was applied upon first the Eisenhower and then Kennedy Administrations by lobbying groups representing the advanced sectors of U.S. industry, to begin large-scale funding of a Supersonic Transport program. It was as a result of massive pressure and scare tactics deployed by the Rockefellers and environmental groups — similar to those used today against the development of the nuclear energy industry — that that effort was finally killed completely in 1971. The French and the British however, who signed the Concorde agreement in late 1962, successfully carried through their effort with tremendous spin-off effects in advanced techniques like electron beam welding, electrochemical and numerical control machining and others.

In 1963, Senator William Proxmire (D-Wisc), now Rockefeller's faithful head of the Senate Banking Committee — mounted the first challenge against Federal funding of the SST. Using the argument that such funding went contrary to the "capitalist ethic," Proxmire oversaw the sabotage effort until the project was finally killed.

President Nixon inadvertently gave the go-ahead for the Rockefellers to move in for the kill after his election when he set up an ad hoc committee to

review the status of the already floundering Boeing SST program. The committee's March 1969 report warned that the SST would never become enough of a commercial success to repay large government investment, that the technological fallout from the program would not be as great as that predicted, and added that if the U.S. was to abandon its program, the joint French-British project could not possibly be allowed to go through. The tactic now being used to prevent Concorde's landing at JFK was suggested: "U.S. noise standards could conceivably bar Concorde from access to the principal U.S. airports which would undoubtedly doom the Concorde program." The report claimed that pregnant women should not fly in the SST, that flights "could cause fractures in unrestrained persons(!)" and that the jet may have catastrophic effects on the weather and herald in another Ice Age.

Meanwhile, the Nader-like "Citizens' League Against the Sonic Boom" founded by Harvard Professor William Shurcliffe in 1967, in conjunction with the *New York Times*, were orchestrating the anti-SST campaign on the public opinion level, using completely irresponsible and unestablished reports of major catastrophies which would be unleashed by the jet's sonic boom.

President Nixon threw his full personal weight behind the SST in the final stages of the lobbying in 1971 and when the Senate, led by Proxmire, voted against SST funds 49 to 47, he warned that this "could be taken as a reversal of America's tradition of staying in the vanguard of technological advance."