The pilot's corner

Autor(en): Clifton, Mark
Objekttyp: Article
Zeitschrift: The Swiss observer : the journal of the Federation of Swiss Societies in the UK

Band (Jahr): - (1962)
Heft 1410

Persistenter Link: http://doi.org/10.5169/seals-691185

Nutzungsbedingungen

Haftungsausschluss
Alle Angaben erfolgen ohne Gewähr für Vollständigkeit oder Richtigkeit. Es wird keine Haftung übernommen für Schäden durch die Verwendung von Informationen aus diesem Online-Angebot oder durch das Fehlen von Informationen. Dies gilt auch für Inhalte Dritter, die über dieses Angebot zugänglich sind.

Ein Dienst der ETH-Bibliothek
ETH Zürich, Rämistrasse 101, 8092 Zürich, Schweiz, www.library.ethz.ch

http://www.e-periodica.ch
subsequent development of architecture. Among the very fine buildings by Borromini which are to be found in Rome, we will point out the Barberini palace, the Campanile of St. Andrea delle Fratte, the interior of St. John Lateran, the main front of St. Agnes, St. Ivo, St. Carlo alle Quattro Fontane, and the Palazzo Madama.

Contrary to what was the rule for the other Ticinese artists, who were living a retired and laborious life and very rarely gave cause to speak about them, there are many items of news to be found in the archives of Rome about Borromini. He lived an eventful life and died a violent death. He asked to be buried in the tomb of his relative Carlo Maderno, which was granted — while dying away from his native soil he desired to feel near his fellow-Ticinesi.

Another Fontana, from Mendrisio, we find again as architect in the 18th century, viz., Carlo Fontana who, in Rome and in Florence, erected notable buildings. In Venice also the Baroque architecture had a Ticinese as its greatest exponent, viz., Baldassarre Longhena from Maroggia. Those who have been to Venice know the admirable church of Santa Maria della Salute — the architecture is stupendous. It is perhaps the most beautiful and most original structure of the Baroque style. The great portals, the wonderful volutes, which unite the central to the outlying portions and the very beautiful dome leave an unforgettable impression. And Longhena, like all the Ticinesi, besides being a genius of architecture had also an excellent engineering mind. Among the innumerable works of art by him which are to be found in Venice, we would point out also the Rezzonico palace, which adorns the Grand Canal. (To be continued.)

THE PILOT'S CORNER
By Captain Mark Clifton

Very often I hear an air passenger make a sarcastic remark about the whole silly business of fastening his seat belt during a flight. Even if he is prepared to admit that the best protection on takeoffs and landings is a strong seat belt, he balks at the idea of danger when the light over the control cabin door flashes on during a flight at cruising altitude. Sure, he may feel a bit queasy from the sharp jolt as the plane wings through an airpocket or two, but the idea that these currents could throw him around is a little absurd. Anyhow, they never have. And he has flown over much of the surface of the globe.

The hard fact is that we pilots don’t put that light on half as often as we should. As a result, the men in the hangar who repair interior upholstery have more than a few times patched up the fabric where the moving parts of the paying passengers have torn holes in the ceiling.

There was a specific instance a few years back when I was flying freight across the Pacific Ocean to Japan. Everything that should have been secured was tied down; with the exception, of myself and the second pilot who was sleeping peacefully sprawled out on one of the four reclining seats behind the cargo. I had just left the third pilot alone at the controls for five minutes so that I could make some coffee when he flew right smack into the biggest, fleeciest white cloud he could find among the few scattered en route. The plane dropped as if someone had pushed the legs out from under a grand piano — then it hit bottom with a groan of metal.

First I found myself clawing my way off the ceiling and then as suddenly slammed against the edge of the crew compartment bunk. The bruise that my thigh got, turning into a blue mark as round as a baseball, was with me a month. But the second pilot fared worse than my-