



INPUT

EGATS QUARTERLY

AUTUMN '78

Input

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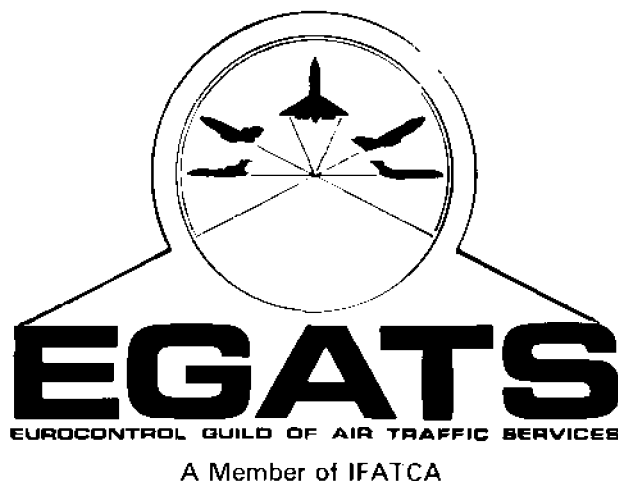
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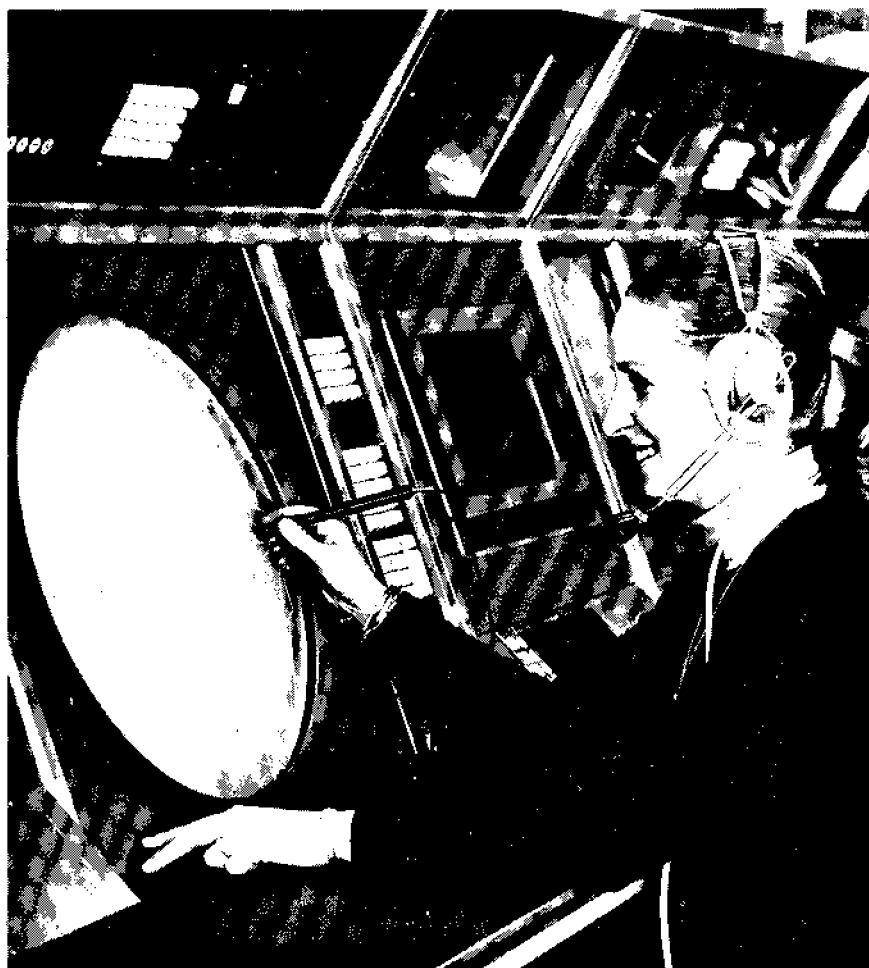
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Output

When will they ever learn?

Once again, air travellers in Europe have been, and, at the time of writing, are still suffering because of severe restrictions imposed, this time, by France Control.

For sheer effect, the start of the French air traffic controllers' go-slow action could not have been timed better. The choice of the peak Summer holiday season ensured the maximum possible disruption of air transport already plagued by restrictions created by the inadequacies of ATC systems in other European Areas. Hundreds of thousands of passengers in dozens of European airports encountered interminable delays in travelling to or returning from their annual holidays because airlines' schedules were ruined as aircraft were scattered, stranded and unable to take off.

When the action began, it received widespread publicity, but predictably this concentrated more on the effect than the cause. Although the go-slow is continuing, because the controllers demands have not been met, it is now virtually ignored as stale news, and has become accepted as „just one of those things“. Yet the whole situation, and many others similar to it, should never have occurred. What, then, is really at the root of all this disruption? Controllers in France want more money: this is always a debatable subject. There are very few controllers throughout the world as compared with other professions, and it is the rule rather than the exception for them to be underpaid and neglected. Yet knowing the responsibility that they carry, and it seems that very few outsiders or even government administrations do realise what their professional duties entail, it would seem logical for controller salaries to be at least in line with those of airline pilots.

But the least publicised reason for the French go-slow is the one which should have raised public anger in support of their action; this being the safety aspect. Quite simply, the equipment in France is not good enough to cope with the dense traffic which, in the absence of restrictions, would have been flying through the French airspace.

A government official called the go-slow action irresponsible. Is it irresponsible to take action in order to avoid a midair disaster? Would it have been responsible to accept all traffic regardless of inadequate facilities and knowingly permit a dangerous overloading of the airspace? Had the Ministry of Transport, then, shown a responsible attitude in not providing a good enough ATC system, thereby forcing controllers into industrial action, their only means of drawing attention to the dangerous deficiencies which had been allowed to develop?

Was the minister in charge during the French ATC strike a few years ago „responsible“ when, with complete lack of understanding of the differences in their work, forced military controllers to take over

the civil task? Amazingly, despite the midair collision that ensued, other governments have subsequently considered taking similar steps when civil controllers have been pushed into taking industrial action. Would the same „responsible“ people compel veterinary surgeons to take over if doctors went on strike?

How many repetitions of Tenerife and Zagreb will there be before controllers get the working conditions and the tools that they need?

There is an ironic side to this Summers' problems. Because of the difficulties of overflying French airspace, a vast number of east-west flights rerouted via Belgium and Germany, being controlled by the Eurocontrol Centres Maastricht and Karlsruhe. In Maastricht UAC, the daily traffic totals were far higher than normal for the peak period. This volume of traffic, although way in excess of expectations, was handled without incident by virtue of a modern Centre, developed on a joint European basis. Some years ago, France, although a member of Eurocontrol, opted out of installing similar equipment in favour of its own system, which was considered adequate.

Other members of Eurocontrol have also chosen to go their own way, disregarding their commitment to international cooperation. They do not have comparable (or compatible) systems. Maastricht, in spite of its success, still awaits the long-promised transfer of control of Netherlands airspace, which has been postponed time and time again under various pretexts. This would centralise control of the entire Benelux/Northern FRG upper airspace, eliminating much coordination, and giving continuous radar identification throughout the region.

The very existence of Maastricht UAC hangs in the balance. Governments which publicly promised to work together in unison for the safety of air navigation privately only agree to disagree, and disregard the implications of restrictions, industrial unrest, and even accidents.

The air traveller should not only expect to arrive at this destination on time, but should also expect that only the best facilities exist on the ground to ensure his complete safety: he must be made to demand them! Safety should not be subject to political whim. In the last issue of INPUT, Gè de Boer wrote of the tragic lack of international solidarity amongst controllers. The action in France has been caused by a sickness in the attitude towards the controller's profession which prevails in far too many national administrations, and not helped by certain controllers who actively oppose international cooperation. Controllers have to work together to find the cure, or air transport faces a bleak future.

Mick Lewis

Intercom

Letters to the Editor

Dear Sir,

I wish to deny most sternly Mr. Hooper's subtle allegation that I seem to spend the early hours of the morning „bent over" in close proximity of London Heathrow's runway 28R.

If he was an 'A' grade I would sue him!

Raquel Welch

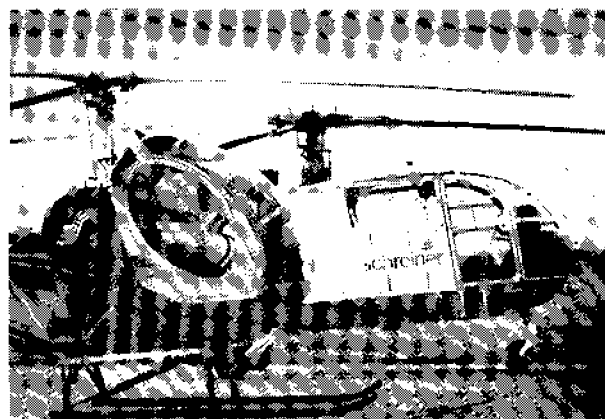
P.S. On second thoughts, with that kind of money I'd marry him!

Who is moving in next-door ?

Our new neighbour in Maastricht is going to be the Nationale Luchtvaart School, which is a part of Schreiner Airways. In the near future the NLS will move from its temporary quarters in the Euromotel at Beek Airport to a building which is under construction next to the Eurocontrol football pitch. The history of the school goes back to 1927, when it was founded by the Rotterdam Aeroclub to teach amateur pilots to fly. All this training was carried out at Waalhoven Airfield, near Rotterdam. Around 1930, the NLS expanded and moved its activities to Schiphol, Twente, Eindhoven, Eelde, Gilze Rijen and Teuge in addition to Rotterdam.

Just after World War 2 the school was awarded government contracts. Amongst these were so-called 'grading' contracts for the Ministry of Defence. This involved assessing would-be military pilots for their aptitude and potential to become military aviators. In 1959 the NLS was taken over by the KNVVL (Koninklijke Nederlandse Vereniging voor de Luchtvaart = Royal Dutch Aviation Club) which was in charge of the school until 1968. It was then that Schreiner Airways took charge of the NLS and began training ab-initio students to be airline pilots (B3 rating) plus training for the IFR rating.

Due to an increased number of students the NLS has now moved its quarters to Beek Airport. The school is run by Mr. J.A. Roukens, Director; Mr. B. Kuiter, Head of Training; and Mr. Blauw, Chief Instructor.



Hughes 300 and Alouette III of Schreiner Airways Nederland

Apart from theoretical training, a lot of flying is involved when training mainly African students to become airline pilots. For this purpose the school has several aircraft at its disposal, its fleet comprising:

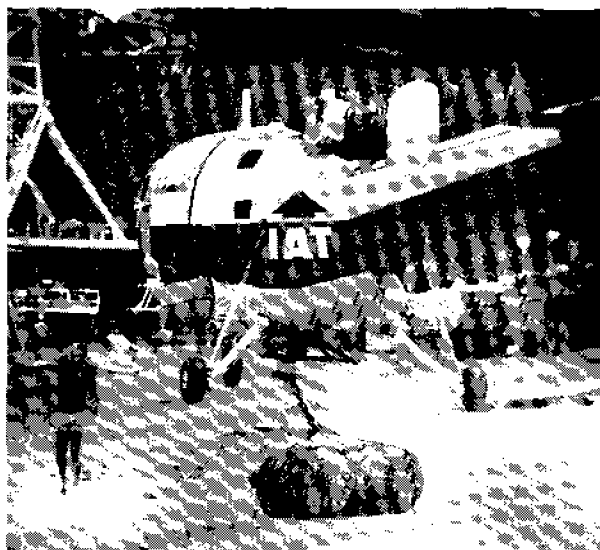
5 Piper Warriors II	(single engine 4 seater)
2 Piper Arrows	(single engine 4 seater)
1 Piper Navajo	(twin engine 8 seater)
1 Beechcraft Super King Air 200	(twin engine 9 seater)

There is a possibility that this fleet might be extended with helicopters, again for training purposes. A Link Trainer will also be available at the school, which will consist of two buildings; the main building, closest to the football pitch and a hangar a bit further away.

The Schreiner Aviation Group which is now responsible for the school is also involved in many other activities;

IRAN: Since 1957 their affiliated company, Helicopter Aviation Service Company S.A. has carried out helicopter operations of a diverse nature on behalf of the Oil Consortium.

NIGERIA: The affiliate Aero Contractors Company of Nigeria Ltd. has become a leading charter company, operating helicopters and twin-engined aircraft.



IAT

singleload.

INDONESIA: The Schreiner Group „P.T. Indonesia Air Transport“ specialises in air taxi services with business aircraft, and in helicopter support for companies active in the energy industry on and offshore; also for mining and timber interests.

NETHERLANDS: The NLS;

Schreiner Botgat: small remote controlled aircraft tow targets for the Military Gunnery Training School;

Helicopters operations in pipeline control, photo/film flights and other aerial work;

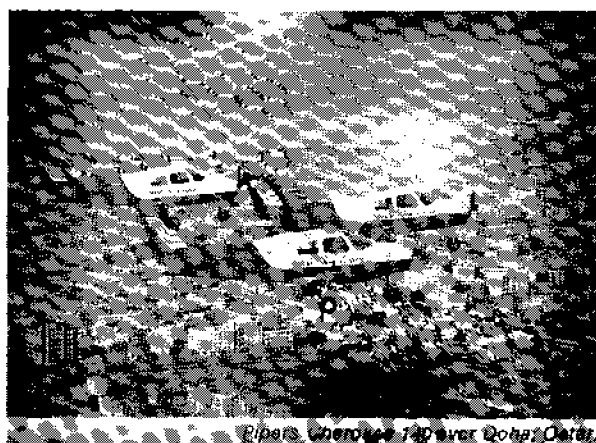
Business Charter Flights: Air taxi service to destinations mainly in Europe;

Airlab: Aircraft and helicopters equipped with sophisticated sensing equipment used for environmental control flights, mainly on behalf of government health and environmental authorities.

QATAR: Private and professional pilot training.

TRINIDAD: Helicopter transport for oil exploration companies.

MALAYSIA: Helicopters and fixed-wing aircraft provide air taxi, charter and flying doctor services.



Ripart, Umberto 140 over Qatar, Qatar

The Groan Groan Corner

Contributions towards greater international understanding:

Definitions:

Dutchman caught in the rain: A Soggy Cloggie
Irishman not liking Harry's cooking: Faddy Paddy
Swinging German: Fun Hun
Unintelligent Englishman: Twit Brit
Ill mannered Frenchman: Hog Frog
Belgian Motorist: Fleming Lemming

A Total System For Aviation Security

by Fred Dorey, Aviation Security Consultant, International Aeradio Consulting Services Ltd, U.K.

All incidents of hijacking and sabotage involving aircraft and airport installations have one point in common; the unlawful action has always commenced on the ground. It is towards effective and efficient ground defence of airports therefore that full resources and precautionary measures must be directed. It follows that if the ground defence of an airport is 100 per cent effective, the problem of in-flight security ceases to exist, and the resources of a State may be focused on the problem with the constant aid of the mnemonic known as CID — courage, imagination and determination. These are frequently lacking in certain areas of airport security, yet no security system can be wholly effective or return any kind of cost benefit without them. Hijackings and sabotage, although spectacular and newsworthy, are by no means the only hazards to security. Courageous, imaginative and determined precautionary measures will also prevent or deter potential kidnapping and assassination attempts. By the same token, anti-social behaviour such as drug trafficking, smuggling, illegal immigration and theft will be made more difficult. There are, however, physical, mechanical and electronic aids to support the security staff in controlling these eight areas of security activity. The airport operators' responsibility is often said to commence at the perimeter, or property boundary, and end at the threshold of the aircraft and so the perimeter seems to be a logical starting point for considering any total security system.

The perimeter

Fences, like locks, keep honest people out. Frequently, airport fences serve only as a boundary marker and hopefully deter children and animals from entering into the manoeuvring area. The minimum requirement is for a metal chain link fence supported either by reinforced concrete posts or hot-dipped galvanised steel posts. The height should be not less than 2.44 m (8 ft) and surmounted by several strands of barbed wire supported by a cantilever bracket or angled post extending towards the direction of attack or risk. The total height of the fence from ground level to the topmost strand of barbed wire should be not less than 2.74 m (9 ft) and an allowance

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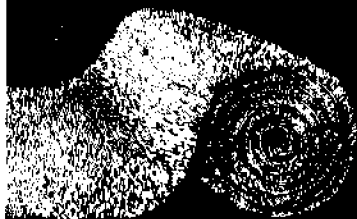
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should be made for burying the mesh 30 cm (12 in) below ground or otherwise cementing it into concrete kerbing throughout its length to prevent burrowing.

However, fences do not prevent intruders climbing them and so constant surveillance is required. In the past the usual method was to have mobile perimeter patrols, but the distances involved made circumvention easy for intruders, who had only to watch the pattern of patrol behaviour to time their unmolested entry. Patrolling at random times was little better and an increased number of patrols seemed to provide the answer. Rapidly escalating manpower costs, coupled with the realization that during the hours of darkness and in fog there was no positive indication that a fence had been climbed, has clearly demanded a more sophisticated solution, which would not only give an intrusion alarm but also drastically reduce manpower costs.

Sophisticated equipment, however, is only as good as the people who monitor its operational performance and if the response time between recognizing an alarm condition and arriving at the scene of an incident is too long, the financial investment may have been largely wasted, as will be equipment that is prone to sounding false alarms. The best modern fence equipment not only gives a positive indication that a fence has been climbed but also, if wisely chosen, has a low false alarm rate. Visual recognition of an intruder with the aid of closed-circuit TV equipment, low-light lenses or infra-red beams provides one solution, except that it is practically impossible for a person to watch a television monitor screen for a longer period than 20 minutes with unbroken attention.

Devices which may be hung on fences or buried under adjacent ground detect vibrations but again the false alarm rate may be unacceptably high. A better device is the microwave fence of the type which forms an invisible wall of energy up to 80 m (260 ft) in length, 2.5 m (8.2 ft) high and up to 2.5 m wide in the centre. If a lower sensitivity level is acceptable in particular areas the range of such a microwave fence may be increased to as much as 300 m (985 ft) but, whatever mode is used, detection — irrespective of light or climatic conditions — is positive. The intrusion signal may be used to operate as a conventional electric switch and operate floodlights, CCTV cameras, sirens and the like.

Vulnerable sites

Navigational aids, runway thresholds and electricity substations situated on the airfield frequently pose particular fencing problems, either because metallic fences deflect beams, or otherwise pose an operational hazard to aircraft. In these areas the microwave fence, which does not interfere in any way with airport radio transmis-

sions, is invaluable. Parked aircraft, especially those allocated to VIP service, may similarly be protected with portable versions of the fence.

Vehicle access

Although a perimeter fence is theoretically continuous, it is breached at selected points to provide access for motor vehicles and mobile equipment. Vehicles are frequently used as tools of crime to carry intruders, weapons and explosives. They may also be used to convey the proceeds of theft, smuggling and drug trafficking. The fact that a vehicle is painted in airline colours or a normal trading livery is not proof of ownership, or that it is being driven on an authorized journey or indeed by the authorized driver.

Consequently, the vehicle must be positively identified by a guard at the access gate. This may be done by requiring *all* vehicles to have and display on the windscreen (or some other agreed place) a coloured and serially numbered document bearing also the following information:

Name of the owner (Company/Airline); index plate or registration number; airport title and name of airport operator; period of validity.

The portion of the document which is displayed should be printed in a light-fast colour and each period of validity should be represented by a different colour. By using counterfoil attachments and application forms requesting the issue of an airside vehicle pass, a self-generating record may be constructed to assist the police and airport authority not only to trace vehicles speedily but also to control the numbers and types of vehicle entering the security area.

If it is possible to divide the airport into security zones and restrict access only to approved zones, enhanced regulation is possible. With slight modifications, the system can be invoked to control building contractors' vehicles and casual visiting vehicles, both of which are a constant source of concern to a dedicated security controller.

Staff access

Having identified the vehicle it is even more important to identify the driver and any other persons being conveyed across the landside/airside boundary, as *bona fide* airport staff or other persons approved for access. This should be done with the issue of an identity document, preferably in colour, bearing an integrated portrait of the approved holder. The precise information contained in an airport card will be a matter for local decision but it should at least indicate the name of the airport, the holder's name and his signature/thumbprint and a date of expiry or date of issue. Great sophistication in control may be easily and cheaply achieved by the use of colours, overlays and zone punching. Frequently

such cards are combined with electronic keys to facilitate access through unmanned gates and doors, achieving a high degree of automation and consequent saving in manpower costs. It should be a requirement of the control authority that ID cards are worn visibly on the outer clothing by holders when on duty in the non-public areas, *viz*, in all areas subject to control of access by guards or law enforcement staff. Visitors and airport guests should be issued with temporary ID cards, which need not bear a photographic portrait but otherwise have built-in safeguards. The written control system is most important to ensure that only approved people receive cards and that adequate and efficient records are mainly generated by the system rather than as a separate manual operation. Above all, view with considerable suspicion any system which relies upon separate photographs, produced by other than the security unit, and requiring to be affixed to a card.

Security control — terminal buildings

Pedestrian staff, all of whom should be issued with and wear an ID card, have varying needs for access into the security area. This need should first be considered by the security controller and approval signified by colours or markings on the ID card. A guard post should therefore be established at each staff access point to examine ID cards and the temporary cards of visitors. Frequently, staff access points are placed adjacent to customs hall exits and immigration combs, so the guard is able to stop "greeters" etc from entering these areas.

Passenger screening

The need for the security screening of passengers will always be required. The degree of screening may vary in intensity according to the international political atmosphere, national disturbances and government policies. The criminal lunatic, the extortioner and those intent upon perpetrating an insurance fraud, however, will continue to be with us, probably for ever. The manual body and baggage searching of passengers is both undignified, frequently ineffective and always time-consuming. Sealed containers and electronic equipment such as tape recorders and portable radio receivers must always leave a large question-mark when presented for manual examination.

On August 17, 1972, for instance, two girls innocent of any criminal intent carried an explosive device concealed in a portable radio receiver on board an El Al Boeing 707 aircraft at Rome airport. The set was a gift to them from persons who proved to be terrorists. The difficulties associated with a physical search are manifold.

Many aviation operators still regard security precautions as anti-facilitation measures and further delays to the passenger traffic flow would be unacceptable. Guards or police are not normally qualified to dismantle apparatus, nor is it their function to do so. It is likely that claims for damage, many of them spurious, would be lodged with the searching organization if cover plates were removed.

At some airports, security men insist that the passenger actually switch the equipment, presumably in the belief that if it functions it must be devoid of offensive packing. This is a fallacy. Up to 1974, of approximately 270 weapons involved in hijacking incidents, 10 per cent proved to be "alleged" or dummy weapons. Thus a functioning tape recorder may well be claimed later, during flight, to contain explosives or some other small offensive weapon. Clearly, positive identification is required.

The use of metal detectors (body searching), X-ray scanning (for baggage, parcels and cargo) and explosive vapour detectors (for everything including cloakrooms and left luggage facilities) is rapidly growing in popularity. A metal detector should indicate the presence of any type of metal and broadly on which area of the body it is concealed. Whilst these devices do not normally adversely affect magnetic tapes or credit cards containing magnetic imprints, care should be taken to ensure that the detector has no adverse effect on heart pace-makers.

Baggage screening

The screening of articles by X-rays involves placing the article in a compartment and viewing the contents on a TV monitor screen. Some manufacturers claim a processing rate over 1,000 bags per hour which allows the operator three seconds in which to identify items in the baggage and discover any concealed hazards. In security terms this is ridiculous. A satisfactory interpretation of the X-ray image in less than five seconds, 720 articles per hour, is impossible. Misleading statements are also frequently made about unprocessed photographic film contained in cameras or on spools awaiting exposure or processing. Exposure of unprocessed film to X-rays of any type does affect film to some extent, depending upon the length of exposure, and the effects are cumulative. The best advice is that cameras and film should always be carried in hand baggage and declared to the security staff. If a totally-enclosed X-ray examination chamber is used, it is possible also to provide a second "search" facility — that of detecting explosive vapours. There is no single vapour detector which can identify all explosives but the best available will identify the most commonly used explosive substances and respond to vapour concentrations of one part in several million parts of

air. This type of sensitivity will give positive reaction many hours after contact with explosives. The detection time cycle is eight seconds and thus is compatible with an X-ray examination of eight seconds, rather the minimum of five seconds in the same system.

Security planning of airports

No two airports are exactly alike, either in their physical layout, or family of airline operators and resident companies. Airports used exclusively for domestic services are as vulnerable to unlawful activity as international airports and the security measures dealt with above may be applied to existing airports, with modifications where there are no immigration or customs channels already provided to assist the security staff. Generally, however, it is a wise precaution to have an airport surveyed by a professional security surveyor who will be able to relate his previous experience to each airport. There can now be no valid excuse for not bringing the security surveyor and airport architect together at an early stage when planning new airports, hopefully to avoid the need for costly modifications at some future time. Governments may eventually realize that terrorists understand better than they the importance of air transport, above all other public services, for demonstration and publicity. Some further encroachment on civil liberty may be required but are you not prepared to trade a little liberty in exchange for safety? If you are a law-abiding citizen, would it be such a dreadful thing to have a personal identity card bearing your thumb-print? With imagination to see what is needful, courage to make proposals and determination to carry measures through, the terrorist could be beaten.

Reprinted from "INTERAVIA REVIEW"
by courtesy of International Aeradio Limited

Prayer appropriate to those about to embark
on air holidays in the peak season (especially
during French ATC strikes)

Keep Thou O Lord this Charter Flight
Safe in the bosom of the Night
Deliver us from fret and fuss
If not, at least deliver us.

The Sports Column

European Controllers Cup, Munich 1978.

From the 29th until the 31st of August a SCOPS team participated in the yearly tournament for the „European Controllers Cup“, which, this year, took place in Munich, Bavaria.

At 11.30 local a luxurious bus departed from the Eurocontrol Centre at Beek. On board were 15 enthusiastic players and supporters, 2 crates of beer, several cans of non-alcoholic refreshments, 2 decks of cards and an empty beer barrel.

After a comfortable trip and a copious dinner at „Niko's“ in Ulm we were welcomed by the organizing committee at the Munich Hilton at 20.00 hrs. After refreshing ourselves we set out on a reconnaissance trip of the Hilton's facilities, and I do not think that anyone overlooked the bar.

On Tuesday morning we played our first match at the Olympic sporting grounds against Vienna. At half time we lay back by 2-0, but after two great goals by Uwe and one by Lou we managed to get our first positive result. In our second match we were less fortunate. Madrid showed themselves the better of the two teams, and we lost by 2-0, and few of us will forget the Spanish centre forward Antonio, who scored the second and most beautiful of the two goals. At 13.00 hrs Madrid and Vienna met each other and after their draw Maastricht was qualified for the Red-series playing for place 1-16.



Maastricht Team with special ingredient

Tired but satisfied we returned to the hotel to test the swimming pool and prepare for the welcome drink, the sightseeing tour, and the BIG PARTY at the Munich Hofbräuhaus. At the Hofbräuhaus Maastricht were the first but not the only group to worry the Hofbräuhaus-management, as the manager was heard to say: „If they start dancing on the tables at nine o'clock what will happen at midnight?“ By this time our group consisted of 25 people as Dr. von Villiez, Mr. Dieben, and Mr. Endlich had flown in our secret weapon, Jochem Dickmann, and several others who had found their own way to Munich. Where is Jos?



The Madrid Team

Wednesday morning at 09.00 hrs we started our best match. We played the Munich team, and after drawing 0-0, penalties decided the game in favour of our great hosts. We now were in the group playing for place 9-16.

Our next opponent was Cologne and it was in this game that Mr. Dieben defended the Maastricht colours. At half time we were in the lead by 2-0, the goals were scored by Uwe and Michel d'Hauwers, but after the second 20 minutes, penalties had to bring the decision who was going to play for the places 9-12. Obviously we had learned something during the game against Munich, because this time we won.



A saved penalty

Against Stuttgart we lost, after a very exciting match, by 1-0; a goal, a beauty, which was scored only five minutes before the end.

After our defeat we now had to play against Zürich, a match which took place on Thursday morning. Although we had lost the day's final match we were in a very good mood and that night we went to renew our „knowledge“ of Hungarian food at a nice restaurant near the Munich Kunsthalle. Sounds cultural, doesn't it?

During the match against Zürich our two guest players showed that they knew their way around (on) a football pitch, Kees Gilvert in the midfield and Bob Wright in the defence. In spite of their



great efforts we lost by 3-1, the Maastricht goal being scored by Lou. This result put us in the 12th place, which is not a bad result, considering that 26 teams participated.

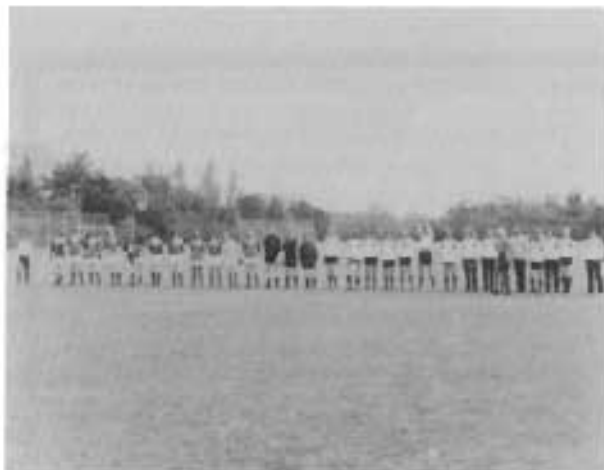
The above result was, of course, not only the work of our football team; we have to say thank you to our 6 lady-supporters, who did a great job in cheering and looking after our bags and wounds.

After the „Final“, Prestwick-Amsterdam, result 1-3 (0-3), and the „Ceremony Protocolaire“, we left Munich on our way home.

We made a stop on the way, in Ruppertsberg, for a quick bite. The bite was delicious but was obviously faced with flow control restrictions, for it only arrived on the table 2 hours after we checked in. During this waiting time we drank a little wine and I can assure you that we were the loudest bus on the German Autobahn to Aachen that night.

At 02.00 local the guard saw a very quiet bus arrive at the centre's gate. This was the end of a great trip and all of us are looking forward to Prestwick where the European Controllers Cup 1979 will be played.

We hope to have a larger group as the tournament will be held in May 1979. For your information 1980 will take us to Zagreb. Reserve your tickets well in advance with one of the SCOPS-members.



Finalists EGPK and EHAM

Final result:

1. Amsterdam	14. Cologne
2. Prestwick	15. Bremen
3. Frankfurt	16. Paris
4. Geneva	17. Roma
5. Munich	18. Dublin
6. Düsseldorf	19. Karlsruhe
7. Padua	20. Barcelona
8. Madrid	21. Milano
9. Zagreb	22. Schiphol
10. Stuttgart	23. Vienna
11. Zürich	24. Rovaniemi
12. MAASTRICHT	25. Lisboa
13. Brussels	26. Helsinki

Maastricht - Vienna	3 - 2
Maastricht - Madrid	0 - 2
Maastricht - Munich	1 - 3 (penalties)
Maastricht - Cologne	5 - 4 (penalties)
Maastricht - Stuttgart	0 - 1
Maastricht - Zürich	1 - 3

Fair Play Cup, donated by Austrian Airlines, won by Munich.

Text and photos:
Kees Gilvert, Fred le Noble.

Ops Room Personalities No 2 - The Supervisor

For this edition I thought I'd write
A tribute to the Supervisor
But concentrate as hard as I might
And that really is no lie, Sir
I couldn't think of a suitable word
To describe this Superbrain
There's one in French, I think it's 'merde'
Though from that I must refrain
Let's try again, now let me see,
I know, I've found his *raison d'être*
Who else could bellow "HPP"
And "decollapse", etcetera
With such superiority
There must be something more
But if like the vast majority
You find it all a bore
On you I'll take great pity
And end this little rhyme
Tho' don't you think this ditty
Is, in it's way, sublime....?

Maastricht UAC - Decisions still postponed

During a recent visit to Maastricht UAC by the Parliamentary Undersecretary for Transport and Trading, Mvr. Smit-Kroes, three members of the Maastricht staff delivered the following statement:

Your Excellency,

The points of view of the Eurocontrol personnel at Beek in respect of the Eurocontrol Organisation in general, and the Centre at Beek in particular, were explained to you in detail by means of the report „Developments of the Air Traffic Control Centre at Beek“, d.d. June 1977, the conversation we had with you on May 16th 1978, and our letter d.d. May 26th 1978.

Today we would again like to bring the following to your attention:

As you have been able to determine for yourself today, this Air Traffic Control Centre is unequalled in Western Europe in respect of equipment and know-how, and has been completely able to execute the transferred and promised tasks in a safe and efficient manner. This is, in fact, an exceptional situation, as in several Member States own equipment has been developed and installed which has, however, never functioned satisfactorily. We refer to the English Mediator, the German Derd and the French Cautra, whilst the problems concerning SARP are well-known to you. Nevertheless, it is always just this Centre at Beek, at which personnel from seven different nations form a unique piece of Europe at work, which comes under discussion time and time again. This at a time when every European government is exerting itself to achieve a united Europe and to promote an elected European government. For the survival of this Centre the personnel consider the handover of executive control over the Netherlands, and we wish to stress this again, a primary condition. A transfer which is necessary also to remove the doubts concerning the Dutch credibility in respect of Eurocontrol and European cooperation in general.

We see the task of this Centre now, as well as in the future, to be in active Air Traffic Control; also because otherwise the Eurocontrol Organisation runs the risk of silting up into a „talk college“. We have learnt that a new simulation is being considered. Should this be the case, we would like to point out that, in our opinion, this would be of no benefit; a simulation held in Bretigny in 1975 has already shown that an Amsterdam Upper Sector could be controlled not only without difficulty, but even in a more advantageous manner. This conclusion was, incidentally, never challenged by „de Rijksluchtvaartdienst“. A new simulation we cannot see but as a new delaying tactic.

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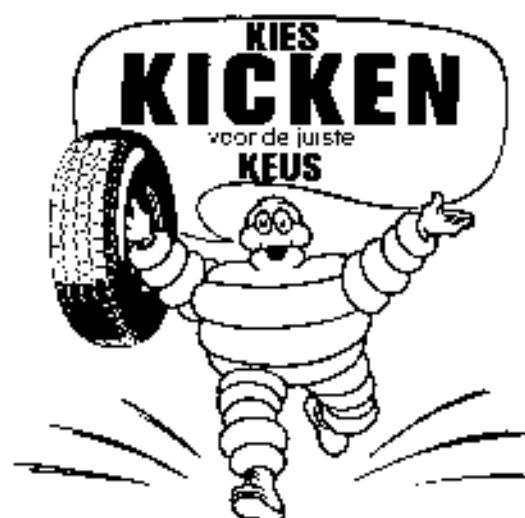
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Recent troubles in Air Traffic Control in France have made it clear to every insider that Air Traffic Control on a national basis is rendered out of date, and stresses the necessity for placing the responsibility for handling of air traffic in the hands of a European organisation. The European Parliament has also expressed the same sentiments, whilst recent commentaries in the international press urge centralisation.

In March 1978 you stated in Parliament that your main intention in as far as Eurocontrol is concerned, is to provide the Beek Centre and the people who work there with a secure future. The „Perspectievennota Zuid-Limburg“ contains the following sentence: „The government and the provincial government will, furthermore, strive as much as possible to maintain the employment within Eurocontrol, where 560 people, approximately 150 of them Dutch, work at the moment.

We ask you to transpose the two concrete pronouncements into deeds.

The personnel of Eurocontrol, and especially those of the Beek Centre, have had more than enough of the „tug-of-war“ over their future during the past years, and therefore we urgently request you to give us assurances which may remove the great anxiety amongst the personnel.“

Mvr. Smit-Kroes' reply to this speech was, in short, as follows:

„A tactic of delay is not my style, and I have the political will as well as the personal courage to go on. I am aware of the fact that there must be security of future. By this I mean long-term security, and everybody will benefit from a well-considered decision. This point of view is shared by West Germany and Belgium, but some aspects are still under study. A long-term decision also requires a longer preparation time. The stroke of twelve has not yet sounded, though we need to hurry.“

Following this answer, Mvr. Smit-Kroes was confronted with the following statements made by the leading Dutch political parties, including:

1. The Netherlands went out of its way to get this Centre inside its boundaries.
2. In spite of international agreements, The Netherlands have still not transferred any of their airspace.
3. Simulation in Brétigny has shown that transfer is possible.
4. P.V.D.A.:

My party is not in agreement with the continuous torment of Eurocontrol's future. Ever-renewed working groups study new concepts. Political desire is important. (March 1978 M.O.P. v.d. Doef 2e Kamer)

V.V.D.:

The Netherlands do not stick to international agreements and mentions in one breath Eurocontrol and Urenco (M.O.P. Portheyne Haelen April 1978)

C.D.A.:

Threatens a motion if the air traffic control services in the Upper Airspace are not transferred to Eurocontrol within a short period of time.

(M.O.P. V. Zeil March 1978)

5. Your aim and the government's has been reported already.
6. The users, i.e. the Dutch Pilot's Association, are in favour.

Madam, what stops you?

In reply to this, Mrs. Smit-Kroes stated that both Parliament and Government have their own responsibilities. „I am responsible to present a well thought out decision to the Parliament which will also be useful in the long run and is acceptable to the Parliament.“

(Staff Committee Maastricht UAC.

Union Syndicale.

EGATS.)

KLM orders another two F28s

Amsterdam, August 7th 1978. KLM Royal Dutch Airlines has converted its option on two Fokker F28 Fellowships into a solid order. The aircraft will be delivered in April and May 1979.

KLM had already ordered two Fellowships in October last year and these aircraft will come off the production line towards the end of this year.

All four jetliners will be operated by NLM City Hopper, a subsidiary of KLM. Since April 1st of this year NLM City Hopper has operated two F28s leased from Fokker-VFW but these will be returned after delivery of the new aircraft. The Fellowships will serve a number of destinations within Europe.

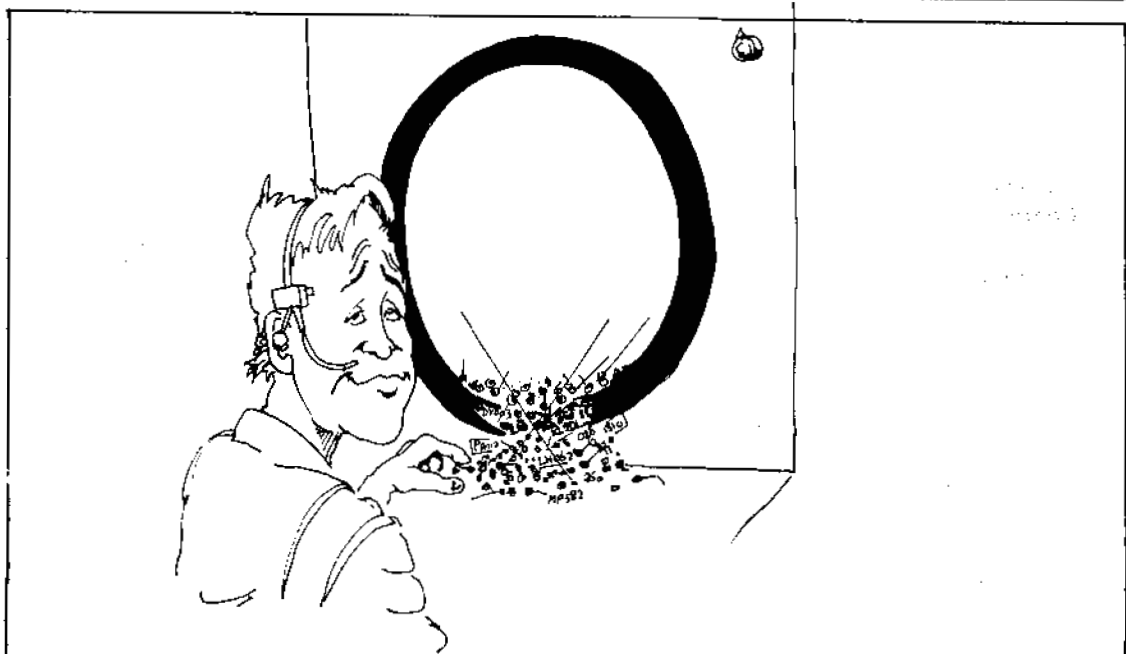
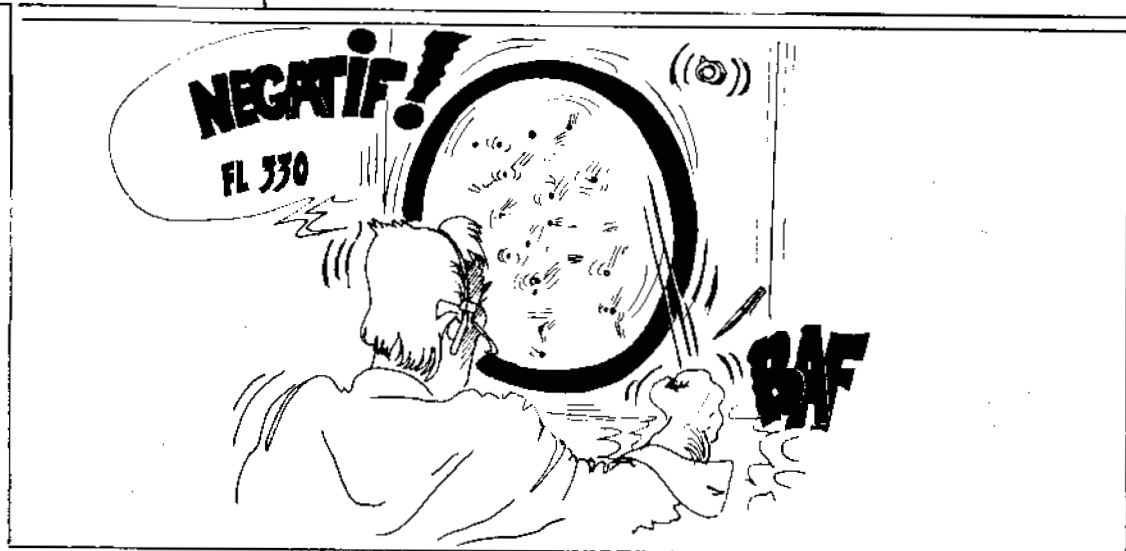
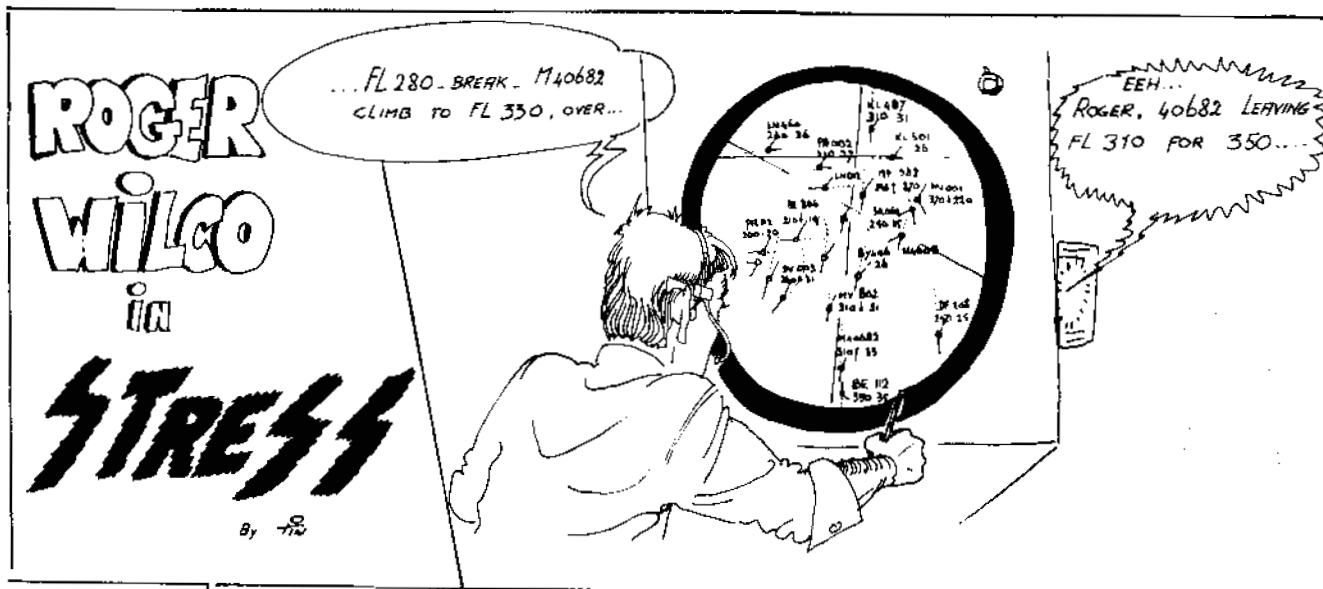
The F28 version chosen by KLM is the new Mark 4000 with 80 seats.

NLM City Hopper already operates a fleet of six Fokker F27 Friendships.

With the new order, of total of 135 F28s has been sold to 36 operators in 25 countries.

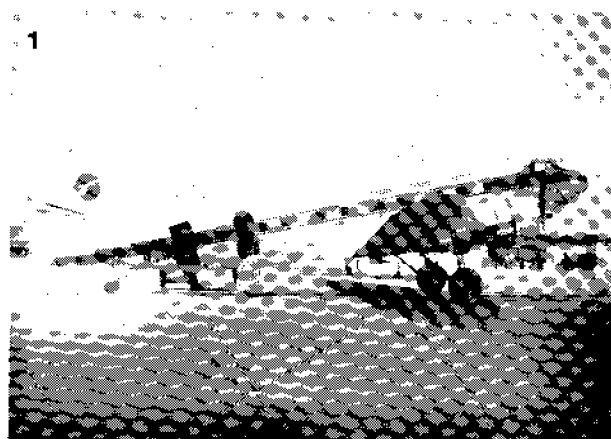
A Prayer for those held up at airports:

O Lord, waft us on the wings of the morning, or failing that the wings of the evening, or the morning after the first morning or the evening after the first evening, even unto the seventh morning or the seventh evening. Thou knowest, Lord, we are but dross in the eyes of those that are set in authority over us, for they have tongues but speak not, and eyes that see not. Yea, and when two or three thousand are gathered together yet are their requests not granted. But Thou, O Lord shall make these tyrants Thy foot stool and suffer Thy servants to pass through the Departure Gates, and they shall rejoice exceedingly.



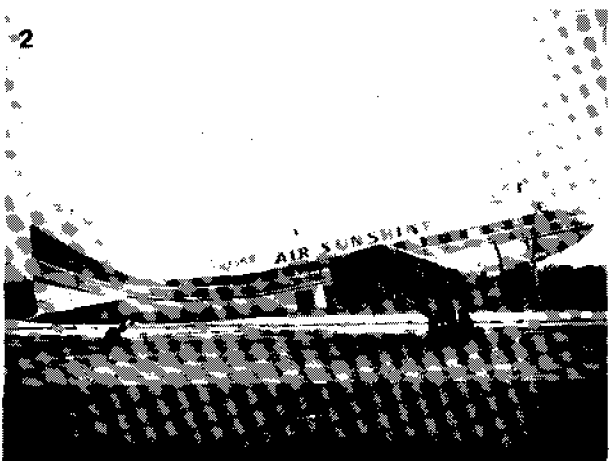
Aviation Corner

Piston about in Florida.



For the aviation enthusiast Florida must rate as one of the paradise areas of the world. That is not to say that Florida does not have more than enough natural charms of it's own to qualify it for the title of paradise. It does, but for the aviologist it has the added attraction of piston engined „heavies” in abundance plus innumerable types of aircraft no longer to be seen in Europe.

Allow the photographs and captions to tell of my own pilgrimage back in April this year.



PHOTOS 1 & 2. Naples Airlines and Air Sunshine are just two of the airlines operating scheduled DC3 services within the State of Florida. N34PB was photographed at Miami Airport and N75KW during the intermediate stop at Marathon, one of the Florida Keys, whilst operating the Key West-Miami service.

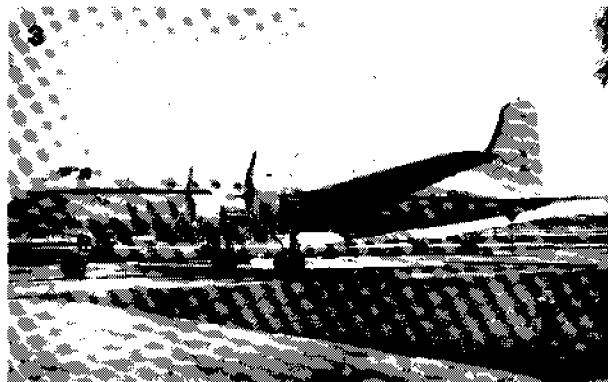


PHOTO 3. No longer to be found in large numbers, the DC4 is well represented by this fine example, N74183, photographed at Fort Lauderdale.



PHOTO 4. Whilst the DC4 is approaching the end of it's operational life the DC6 is still enjoying a prolonged heyday. The type continues to prove its' worth as a freighter, numerous conversions to cargo configuration having been performed at Miami where TG-ADA was photographed. Sadly, this aircraft was written off in June in a landing accident at Aurora Airport, Guatemala City, following a flight from Miami.

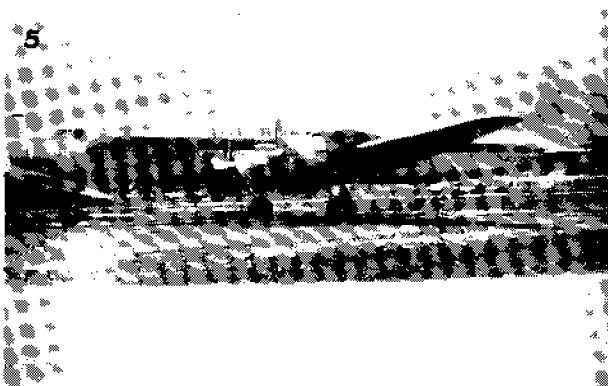


PHOTO 5. The first time I saw this DC7CF was at Heathrow in March 1963 when it was N737PA of Panam. Now N73774 it is one of the relatively small number of DC7s remaining on the U.S. register. The photo was taken at Fort Lauderdale.

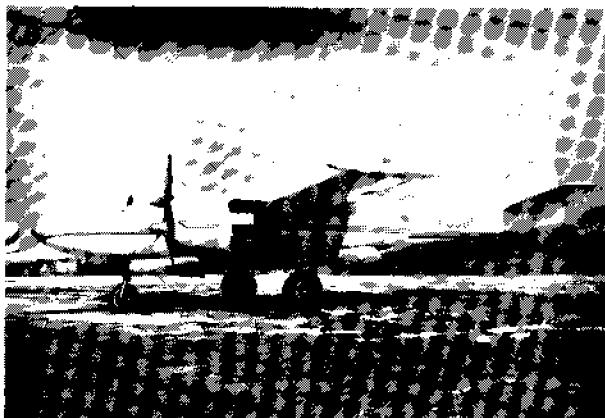


PHOTO 6. The Douglas A26 Invader saw a military career which spanned WW2 through Vietnam. Following military service numerous examples were civilianised for executive use. Seen here is N600WB at Key West.

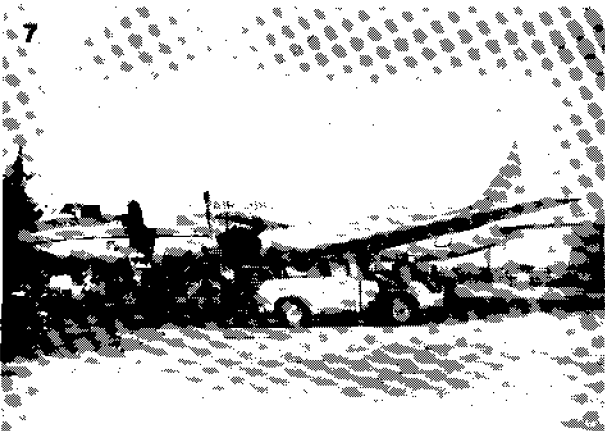


PHOTO 7. Another oldie which soldiers on in passenger service is the Convair 440. N478KW operates on Air Sunshine's scheduled services and in fact transported me from Key West to Miami via Marathon the day after this photo was taken at Key West. Personally, I find that the attraction to flying in this kind of aircraft is the standard of comfort, i.e. decor, leg room and the visibility from those huge windows! It bears no comparison with present day types.



PHOTO 8. The Lockheed 18 is another type which can be seen in various forms in Florida. Once again the majority of examples are former military machines which have been civilianised and fitted with luxury interiors for executive use. Some have even acquired a tri-gear in place of the standard tail-dragger configuration. This Venezuelan machine was photographed at Fort Lauderdale.

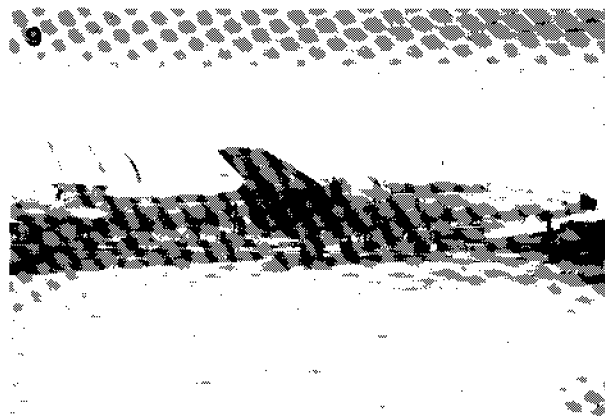


PHOTO 9. It would seem that the operational life of this Lockheed L1649 Starliner has finally come to an end at Fort Lauderdale. N974R will probably come under the breaker's blow torch in the not too distant future.

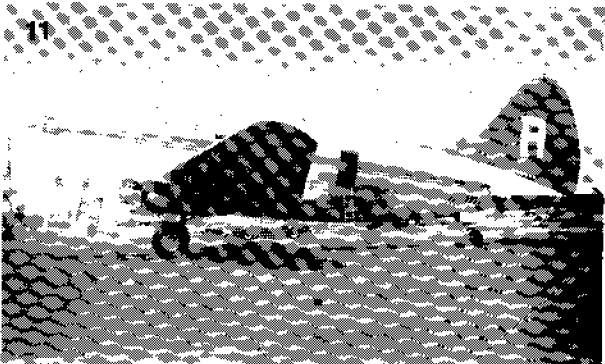
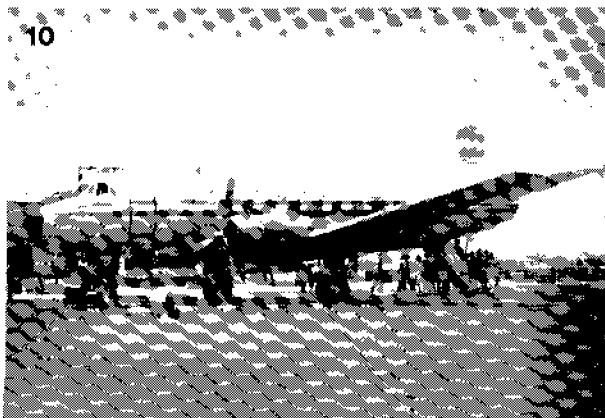


PHOTO 10. One piston-engined aircraft which seems to be regaining popularity is the Martin 404, which, due to its economics has become a highly sought after commodity. Marco Islands Airways

currently operates a fleet of six 404s on its' scheduled services between Miami and Marco Island, just off the west coast of Florida. A quick shot of N968M at Marco prior to my boarding for the 30 minute sector to Miami.

PHOTO 11. The Curtiss C46 still sees quite considerable use as a cargo ship. N74173 was photographed on Rich International's ramp at Miami.

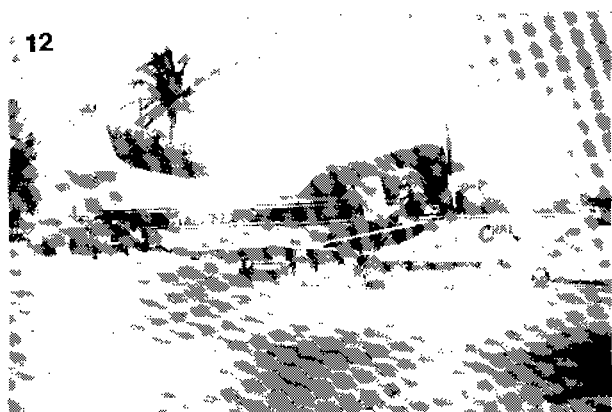
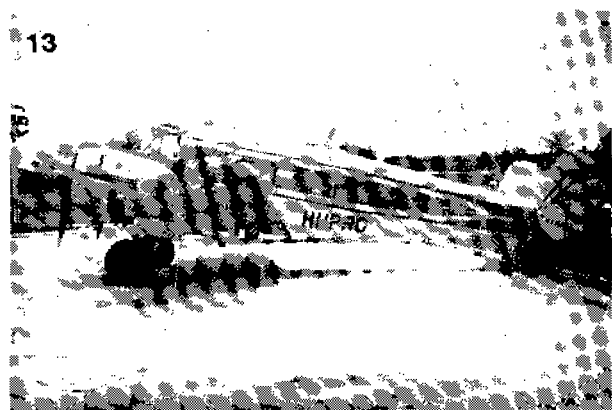


PHOTO 12. Not far from downtown Miami is the base of Chalk's International Airline. Chalk's operate scheduled services between Miami and the Bahamas with a fleet of five amphibious Grumman Mallards. N73556 was photographed at Miami shortly after arrival from Bimini.



PHOTOS 13 & 14. I think I photographed more Beech 18s in Florida than any other type. The Haitian HHPRO, photographed at Fort Lauderdale, is a reasonably „straight“ aircraft when compared with the modified tri-gear N2395M at Opa Locka.

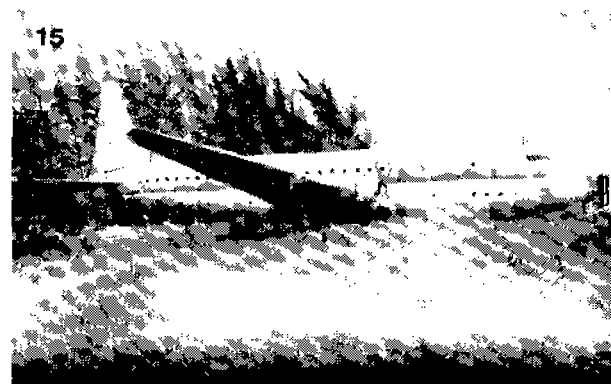


PHOTO 15. Of the two Lockheed Constitutions built only N7673C survives, languishing beside a highway not far from Opa Locka Airport.

(All photos: Paul J. Hooper)

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IACA protests increased Eurocontrol charges

Geneva, Switzerland - 19 July 1978.

The International Air Carrier Association (IACA) this week has strongly protested against the threatment being accorded to international civil aviation within Europe in connection with ever increasing operational charges levied by governments.

In a letter to the President and all the Ministers of the Eurocontrol Commission, IACA particularly pointed out the serious effects of the continuing increases in air navigation charges imposed by States through the medium of the Eurocontrol Central Route Charges Office.

Until 1 November 1971, en-route navigation services were provided free by member states, but since that date, the speed with which these same states have attempted to recover their total and increasing costs of providing these services has placed an undue burden on all users of airspace, with the consumer ultimately paying the price.

Eurocontrol charges are buried within the ticket cost and are not apparent to the passenger. They are nonetheless there and are particularly unfair to the lower-income passenger on his annual inclusive tour holiday. On a return flight from Amsterdam to Malaga, a typical holiday flight route, the Eurocontrol costs included in each ticket have increased from US \$ 3.60 in 1977, to US \$ 4.90 in 1978 and will increase yet again to US \$ 6.30 per head in 1979.

As a further demonstration of how countries tax air operations, the following is a typical example: On a roundtrip flight from Stockholm to Palma de Mallorca, total charges for a Boeing 727 200 aircraft (187 passengers) amount to US \$ 8,315. —. In breaking down this figure, it can be seen that Sweden takes US \$ 6,340.46 for weekdays with US \$ 71.27 extra for holiday (to include landing, passenger, fuel and overflying fees, state tax on handling and charter taxes). Denmark takes US \$ 70.80 for overflying, while Germany takes US \$ 832.74, Switzerland US\$ 213.38 and France US \$ 199.37, all for overflying fees. Finally in Spain landing, customs, passenger, fuel and overflying fees, together with tax on handling amounts to US \$ 651.30.

In its protests to the Eurocontrol Ministers, IACA also noted that the air transport industry finds itself in a curious situation in that the governments which in Europe own and operate both the airports and en-route air navigation facilities are demanding ever increasing charges for the use of these facilities, but at the same time some of these very governments are increasingly expressing their desires for lower European air fares.

The Association respectfully suggested that these two demands coming from the same authorities are totally incompatible and hit particularly at the charter carrier industry which operates without governments backing and must produce an adequate profit margin to service its commitments.

In conclusion, IACA noted that their views on the question of increased charges in no way differed from those of the scheduled airlines or the private aircraft operators. The Association urged European Governments to act with greater restraint and with a more coherent policy towards the air transport industry. It pointed out that a rather different treatment is accorded to the older means of transport such as roads, rail and waterways, all of which on average receiving very considerable government subsidies.

Dr. Ernst Haar
President of the Eurocontrol
Commission of Ministers

4 July 1978

Dear Sir,

At the recent International Policy Board meeting of the International Air Carrier Association (IACA) in Geneva, the members discussed at length the status of ever increasing charges levied by Governments. The member carriers of IACA have urged me to write to you in order to express their extreme concern at the treatment being accorded to international civil aviation within Europe and in particular to draw your attention to the serious effects of the continuing increases in air navigation charges levied by States through the medium of the Eurocontrol Central Route Charges Office.

Until 1 November 1971, en-route air navigation services were provided free by the Member States but since that date the speed with which these same States have attempted to recover their total and increasing costs of providing the services has placed an undue burden on all users of airspace. Moreover, from information supplied through the Eurocontrol Consultative Group we are now aware that because of the high rates of inflation and the diminishing value of the United States Dollar against European currencies, the Member States are recovering far less than their predetermined amount.

The latest figures relayed to the users indicate that instead of recovering 60% of their historical costs the States are in effect recovering approximately half of that percentage. Their anxiety to rectify this situation is understandable but they wish to go beyond this target and to recover 100%, not of historic but of budgeted cost by 1980/81. The present charges to carriers could therefore increase by between four to five times on top of ever increasing airport charges demanded by the same States.

The air transport industry finds itself in a curious situation in that the Governments which in Europe

own and operate both the airports and en-route air navigation facilities are demanding ever increasing charges for the use of these facilities but at the same time are increasingly expressing their desires for lower European air fares.

It is with respect that I suggest to you that these two demands coming from the same authorities are totally incompatible and hit particularly at the charter carrier industry which operates without governmental backing and must not only produce an adequate profit margin to service its commitments but also to provide for replacement of fleets because of further demand from your Member Governments to decrease their problem of aircraft noise.

It seems to my member airlines that there is a complete void of air transport policy in Europe which can only be resolved on a political level and it is for this reason that I am writing to you as President of the Eurocontrol Commission of Ministers, together with copies to your colleagues, in the hope that you will see fit that the responsible Ministers in Europe do review the whole situation as it obtains in Europe today. I would point out in doing so that we have no points of difference with the scheduled airlines or the private aircraft operators in this respect who, I am sure, all would join with me in urging upon European Governments to act with greater restraint and with a more coherent policy towards the air transport industry. I would further point out that rather different treatment is accorded to the older means of transport, such as roads, rail and waterways all of which on average are receiving very considerable subsidies.

I shall be most grateful if you will treat this problem as a matter of some urgency and consult with your Ministers in the other Member States with the object of placing a moratorium on charges until either a coherent policy has been worked out or until the airlines might have the opportunity to absorb increasing costs but at a slower rate than in the past. I remain, with respect,

Yours faithfully,
F.A. Pfiffner
Director General

Editorial Comment

The above information was received from IACA in the form of a press release which, no doubt, must also have been distributed to many other editors and interested parties. The following „Note to Editors“ was also part of the text:

„Eurocontrol is the European organization for the safety of air navigation, comprising seven full and four associate member states. Whereas it claims to act as a discussion forum, it is in fact a collection agency for pre-determined fees levied against all carriers utilizing member states' airspace. It is also perhaps interesting to note that the four associate

member states are involved in Eurocontrol solely for route charge collection.

Charges are currently based on historical costs. Today's international route charge recovery is based on 75% of 1977, while from April 1979, recovery will be 90% of 1978 costs. Looking further to the future, some states are aiming for 100% of budgeted future costs which could mean a fourfold increase on the present costs.“

Whilst there may be sympathy for all airlines again faced with increased route charges, this addition to the press release is highly misleading for those (and there are many) who know little about the Eurocontrol Organisation. It suggests that the only function fulfilled by Eurocontrol is that of debt collection, whereas the Route Charges Office is only a small section, acting on behalf of the individual Member States. The policy of charging the users for ATC services seems to be the only area in which all the Member States are in total agreement. They have therefore centralised the administration in Brussels, instead of collecting their own charges on an individual basis.

The IACA note completely overlooks the fact that Eurocontrol operates an ATC college in Luxembourg, an experimental centre in Bretigny, and the Area Control Centres in Maastricht and Karlsruhe (although the latter has been renationalised by the FRG, and control functions are executed by the BFS).

IACA should itself take note that whilst some Member States of Eurocontrol content themselves to neglect the ATC facilities within the confines of their own national boundaries, as in the case of France, instead of following the policy of joint international cooperation to which they committed themselves, airlines are losing out both ways. They are not only losing profits because of the delays and restrictions created by the deficiencies of the ATC network, but they are also being forced to pay for the privilege. If the Members of Eurocontrol worked together as they promised, route charges could well be reduced, and IACA members would certainly get a much improved service for their money.

Before belittling the achievements of Eurocontrol, perhaps inadvertently, in such derogatory „notes to editors“, IACA might be well advised to consider more active support for the Organisation at a time when it, and all the progress it has made, is threatened. The alternative may be a complete reversion to national air traffic control, with all the inefficiency that that implies, the only certainty being that, even without Eurocontrol, route charges will continue.

MJL

Raquel Welch unveiled.

How could I have known? It started out like any other day, up at crack of dawn, a quick bowl of cornflakes washed down with a cup of instant coffee, into the Mini and off to work. The morning watch was normal, as normal that is as could be expected taking into account the bunch of nuts who made up A watch. As a newly qualified A controller I spent the morning on my feet, taking estimates (mainly from LL at Brussels) writing strips and then stripping down the discarded dead wood. I draw a veil over the frequent trips to the canteen to drink what was laughingly referred to as tea.

Shortly before midday the solemn ritual of the draw was held, cheers and groans greeted the announcement of sector eights, (we only had seven at that time) and early go's. Among those of us who had lost the draw the word went round, „wellies and paper bags tonight”.

Soon the afternoon watch started to drift in and relieve us and we turned our backs on the luxurious accommodation provided on the north side of London airport and known officially as London Air Traffic Control Centre, (LATCC).

The afternoon was also quite normal, eat, service the Mini which was cleverly designed to ensure that changing the oil filter involved getting a half pint of hot engine oil up the right sleeve, a quick run round the neighbourhood to make sure that it still worked, (the Mini not the neighbourhood), help feed and bath the kids, eat again, back into the Mini and battle up the A4 (no M4 in those days) for the night watch.

By midnight the first half were down, (translation - 50% of those on watch were asleep in the official dormitory) and the second half, the rest of us, were counting and filing the days production of strips. This menial task finished we sat around eating our cheese and marmite sandwiches and swilling the tea made by the grasping, miserly, gorgeous female assistant who, if I remember correctly charged us 6d. (d. not p.) for all night (tea consumption that is). Changeover was at 0300, first half up, second half down, but before that the cry went up „wellies and paper bags”, we checked with the tower that there was nothing expected and then put on our Wellington boots unfurled our paper bags and slipped out of the back door into the airfield leaving the D controllers to fend for themselves.

There was no moon and the faint starlight cast an eerie glow over the remote grass areas of the airport. We crossed the northern taxiway and then we started. LAP grows, without any human intervention, the best mushrooms in England and we were there to gather this nights crop. They aren't easy to see in the dark, just a vague white glow in the eter-

nal gray of the dew soaked grass. Gradually we split up, each pursuing the pale spots we hoped were mushrooms. Attention had to be divided between the fresh fungus and the runways and taxiways, we had no authorisation to be wandering loose on the airfield and both the Police and the Fire Brigade were jealous of their rights to the mushrooms. In spite of this it was only too easy to lose all sense of time and direction out there in the midst of that cold grey expanse of grass, head down chasing those faint white spots which often turned out to be evil smelling puff-balls and not mushrooms at all.

Suddenly I realised that I was no longer paddling through the wet grass but walking on hard tarmac. I looked up, I had wandered through a line of blue lights and in front of me was a large ghostly shape lit from within by the radiance of unearthly lights. The caravan! Quickly I turned to retrace my steps towards the warmth and comfort of LATCC but turning from the light back into the pitch black I could no longer see where I was going and I must have tripped and fallen. I recovered consciousness to find myself laying in what seemed to be a heap of very wet very foulsmelling sawdust, the area around me was brightly illuminated by car headlights. I felt like an escapee trapped at the Berlin wall, if I was caught now the whole nights work would have been for nothing. I made myself as flat as possible knowing that concealment was the only way to preserve my mushrooms. Eventually the lights withdrew and I was left alone again in the stygian darkness. Slowly I made my way back to the dormitory, late, wet but triumphant with four pounds (1.818 kilos) of beautiful, tender, white mushrooms. Once in the light again it became obvious that I had fallen into and been hidden by a large pile of used tea-leaves, doubtless those discarded by generations of Runway Controllers.

Apart from two weeks in bed with a streaming cold and the fact that the family suffered a mild case of food poisoning from the mushrooms I thought no more about the incident. Just the other day however sitting huddled in a blanket against the rigours of the Belgian summer I read an article in Input about a Runway Controller who saw a ghost searching for a briefcase, ghost my foot, that was me looking for mushrooms. Still since I was saved by the caravan tea drinkers I guess I'm in his debt, I must treat him to a meal sometime, mushrooms on toast and a nice cup of tea perhaps?

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- 45% after four years
- 50% after five years

If the insured is entitled to a 50% no-claim bonus, this percentage will be reduced to 30% w.e.f. the next premium due date in the event of one damage arising.

In all other cases the no-claim bonus is forfeited in full, so that the attached table is applicable again. All the aforementioned discounts and/or surcharges may be combined, (conditions and premiums par 1-4-77 subject to being changed).

SPECIAL DISCOUNTS OR SURCHARGES

1. "PARTICIPATION" DISCOUNT

In the event of damage to the insured vehicle, the insured may opt for a participation in the amount of damage in lieu of the relevant excess.

The FWS Premium will be reduced by:

- 20% in the event of a 15% participation in the E.W.S., subject to a minimum of DG. 300.-
 - 30% in the event of a 20% participation in the E.W.S., subject to a minimum of DG. 350.-
 - 40% in the event of a 30% participation in the E.W.S., subject to a minimum of DG. 400.-
 - 50% in the event of a 40% participation in the E.W.S., subject to a minimum of DG. 500.-
2. 25% surcharge on the premium if the vehicle is owned, or mainly used, by persons under 25.
 3. 20% discount on premium if a second car is insured for private use, as long as the first car remains insured with our company.

Cat. Waarde list price	W.A. 3rd party liability	E.W.S. Damage to insured vehicle
f 15.000	f 427,-	f 1065,-
f 17.000	f 451,-	f 1173,-
f 19.000	f 468,-	f 1259,-
f 21.000	f 484,-	f 1420,-
f 25.000	f 500,-	f 1580,-

Other premiums on request (subject to being changed)

PLEASE CONTACT:

beugels assurantiën

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A visit to Malmö

Whilst in Copenhagen for the IFATCA Conference we had the opportunity to visit the SWEDISH AIR TRAFFIC SERVICES ACADEMY at Malmö. The simulator used in this school is of the DATASAAB system presently used in Stockholm, and which will be used all over Sweden in the future.

Two points were of major interest to us. First, the school itself, to see the Swedish approach to operating an ATC institute. Second, the Datasaab system, which is in competition with the ARTS, the SIGNAAL and our own MADAP system on the world market.

1. The School

The 'Academy' has been open since October 1974, and is a model of interior architectural design. You really feel at home, and not in a school at all. The design was developed with the help of psychologists, taking into account the specific problems of controllers/future controllers, and I must say that the result is somewhat astonishing. Everything has been well considered; open rooms, split-levels, relaxing colours like yellow, blue and green, low ceilings, corners for students to isolate themselves in small groups, comfortable chairs, etc. A big poster on a wall says: CAUTION! HUMAN BEINGS. HANDLE WITH EXTREME CARE!

The school is situated 100 m from the airport terminal at Malmö and 50 m from the new ACC which is under construction. The idea is to familiarise the student with operational life. The students also receive 50 hours of flying lessons as part of their training.

The basic training and the controller procedures are done in Swedish. VFR and military traffic is controlled in Swedish, IFR traffic in English. All the controllers in Sweden are civilians. At the end of his scholarship the new controller may be posted to a civil airport, a military airbase or an ACC. Segregation of traffic still exists, though, since all military flights are controlled in Swedish, but also in accordance with ICAO recommendations. This means altitude in metres, speed in Km/hr, distance in Km, vertical speed in M/sec etc.

2. The System

Made by DATASAAB, it is more developed than the old STANSAAB as used in Semmerzake for instance. The system is now very similar to ours, except that the 'scopes' are of a far better definition, the planning is beside the radar controller and the strips are printed without a sound and come automatically to the correct position.

One bad point: they have no TID and must make all inputs (ASM, FL changes etc.) via a keyboard pla-

ced in front of them. This is more like the American ARTS system, but I must say that as the functions have been greatly simplified, it takes very little time to make an input.

But of course, it is difficult for someone to make a definite statement about a system having only been able to examine it for a couple of hours, and that on a test program only. But the impression I got is that DATASAAB and the Swedish ATC management are developing a system and its procedures in constant cooperation with the controllers.

With everybody being very satisfied with this way of working, the system is benefitting and becoming very efficient.

Philippe Domogala.

Demande et Réponse

(in keeping with the International outlook of the Agency)

Twas a hectic morn in the Ops Room
The one day in all the year
When the bouwvakantie had begun
And our hearts were full of fear
Then up spoke a bold controller
And addressed the Supervisor
Oh, tell me, thou fount of knowledge
As you are so much wiser
Why with each passing season
Traffic increase, the staff decline
Oh pray, what is the reason

The supervisor looked quite blank
And then he looked perplexed
His usual range of expressions
Then, seeing we looked quite vexed
Came to a real decision
Quickly, to the Bel Etage
Looking for sympathy
But when he got there, quel dommage
There was only one lone figure
Who loudly exclaimed "but my dear friend
The watches can't be bigger"

That has been decreed by those above
Assisted by their aides
For increasing the mere workers
Leaves less money for A grades
So, bravely, back to the Ops Room
Explain the situation
And tell this to those involved
That their masters all agree
To get the staffing problem solved
By nineteen eighty three.

Emergency - What Happens Now ?

Controllers know the appropriate action to take in the event of an aircraft declaring an emergency. They may not be aware of what is required of an aircrew. This is the third in a series of emergency procedures taken directly from airport operations manuals.

DC-8 Emergency Descent

CO-ORDINATION & DESCENT

— The command "EMERGENCY DESCENT" will initiate the following actions.

PILOT

Oxygen Mask ON
Auto Pilot Servos Lever OFF
Evaluate situation
Close P/L's, Select Reverse and 15°
Nose Down altitude
Call CHECK REVERSE

CO-PILOT

Oxygen Mask ON
Mike Selectors MASK
Seat Belt/No Smoking ON
Inform ATC
Advise pilot min. safe altitude
Monitor: Thrust, Attitude, Speed,
Stabilizer
Check Auto Pilot OFF

FLIGHT ENGINEER

Oxygen Mask ON
Pneu System Switches HIGH
Cabin Press Control Lever UP & LOCKED
If F. E. absent done by co-pilot

Pass O₂ Mask Switch EJECT

The following items are then completed (sub-voce) using the ODB checklist.

- Ignition ON
- Engine & Scoop Anti-icing ON
- Main Tank Boost Pumps ON
- Pneumatic Heat Exchanger Switches AUTO
- Pneumatic Crossfeed Switch OPEN
- Altitude Horn Cut-off PUSH
- Monitor thrustsetting.

After leveling off, and oxygen still required:

- Oxygen Regulators NORMAL

— While closing the Power Levers and placing the inboard engines into reverse thrust, the pilot will push the aircraft smoothly into the descent.
On the call "CHECK REVERSE" the co-pilot will check the reverse thrust and adjust as necessary.

- The aircraft should be initially approximately 15° nose down. This altitude should be adjusted to maintain the desired speed schedule.
 - The stabilizer should not be trimmed further nose down than 0°. A stabilizer trim adjustment that results in a requirement for a slight push force is recommended. This will reduce the stick force required during recovery to level flight.
- NOTE: Aircraft Nose Down trim, combined with a nose-up elevator force may cause a force of such magnitude to act on the stabilizer, that the trim motors cannot effect an ANU trim change. Should this condition occur, temporarily relax the pull force while trimming ANU.
- Recovery from the descent should commence about 2000 feet before reaching the target altitude of 14000 feet (unless prohibited by terrain). If conditions are favourable a descent to a lower altitude will increase passenger and cabin crew comfort. (Cabin Emergency Supply automatically closes at 14-15000 ft cabin altitude)
 - When stabilized at level-off altitude:
 - Pilot advises the cabin MASKS ON or OFF
 - Co-pilot and F. E. read Before Descent checklist and reset systems.
 - Active Cockpit crewmembers should keep their oxygen masks on with cabin altitude:
 - Above 13.000 ft.
 - Above 10.000 ft for more than 30 minutes.

THRUST-SPEED SCHEDULES

This schedule is applicable to start altitudes between 42.000 and 25.000 feet. The speed profile is based on loss of pressurisation with no loss in structural integrity and assumes smooth air conditions. It may be modified as circumstances warrant; these include known structural damage, turbulence, or regaining control of cabin pressure.

Engines 1 & 4 FORWARD IDLE
 Engines 2 & 3 REVERSE STOP*
 Speed M. 83 to Barber Pole

The rate of descent with this schedule will be within the oxygen capabilities of the aircraft.

* Do not exceed 1.50 EPR.

(Courtesy of KLM)

First export order for digital asde

The Telecommunication authority of Singapore placed another order on behalf of the Department of Civil Aviation with Philips Singapore for an ASDE-radar system for new Changi Airport. The radar will help ensure the safety and efficiency of ground movements even under adverse weather conditions of tropical showers.

The installation consists of Ku-band radar, digital scan converters, also providing map generation and three TV-type bright displays. The displays can also be used to present the information from the TMA radar.

The radar transmitter receiver and video processor are duplicated. New video maps can be entered simply by means of a compact cassette, that is programmed at the main ATC data systems at Changi.

**Closing date for
 contributions to
 Winter Input —
 1st December 1978**