

# ANPUL



1981 — number 4



# INPUT

## the magazine of the EUROCONTROL GUILD of AIR TRAFFIC SERVICES

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# LETTERS to the EDITOR

Oirsbekerweg, 19  
Oirsbeek 6438 HA

22nd July 1981

Editor  
"INPUT"  
E.G.A.T.S.

Sir,

Although the contents of this letter may seem unfair, I feel that it has to be written if only to "clear the system". The views given below are my own but having listened and discussed in the Operations Room I feel that a majority of Operations staff will agree with some if not all of the points mentioned.

There seem to be several long-term operational problems, i.e. problems which keep appearing and on which nothing seems to be done. The answers generally given are something like, quote: "a letter has gone to headquarters" and "just because nothing is seen to be done, don't think nothing is being done"(!). Both these answers were from "upstairs" on the very long running "air conditioning" problem in the Ops. Room. If all decisions are given by Brussels why are there so many offices at Maastricht? or vice-versa, if some of these decisions can be made at Maastricht why hasn't something been done?

The K.D.S. input system is a case in point. When it was first introduced a list of basic problems was compiled.

The main points being: The system is too slow to react for operations room use and the flickering on the screens.

Now, I admit that changes were made and the system is easier to use, but, I feel that the system is still too slow for operational use.

Experienced people still curse at the slowness of reaction and still make basic mistakes - surely if the system was good this wouldn't happen. The answer given from upstairs to the question of "why can't we have the old inputs back?" was - "not possible the K,D,S, has been accepted by Brussels. Was there a full operational trial, if so, by whom and why weren't these problems solved then. The impression given is that it was accepted because the colour of the screens was nice (personally I prefer the old ones) and because the keyboards look good. (Half the keys aren't used - more confusion as wrong keys are accidentally pressed under heavy workload when trying to work quickly).

Next on the list is the Air Conditioning in the Ops. Room. This seems to be a very difficult problem to solve, it has been around for the last five or six years at least. The problem is that there is a draught along the sides of the Ops. Room whilst in the centre the temperature is comfortable. The two answers

above have already been quoted, but why was the system "good" for a few months until two or three months ago? Why is the temperature/humidity recorder in the centre of the Ops. Room and never at the side working positions where all the complaints come from?

The last point to me is a classic. In early June all the A.T.S. teams received a letter from "upstairs" asking them to strictly adhere to the rule of only two A.T.S. on leave at any one time. The very next week the watch roster for July was published and one team had three A.T.S. on leave. and this extended into August, a total of six weeks.. The answer from "upstairs" upon inquiry -

" This was agreed in January because the team concerned has more Dutch with school-going children." Some answer, especially when in late January we started the new six-watch roster and the ideal opportunity arose to even things out between teams. If that was impossible surely it

would have been better to delay the "leave letter" until after August, but then the main leave period is over.

I have just read an article on "stress and it's effect on Airline safety" in "Flight" magazine 18th July 1981. I quote KLM Captain H.M. Vermeulen of IFALPA "One has to make mountains of mole-hills before even simple things are changed.....unless pilots have confidence in those who should support him, he will become less motivated and resort to fighting and fooling the system rather than to building and improving the industry. This is how management creates a timebomb."

It is nice to know that we are not alone, but it doesn't really help in the long-term, on the other hand, is there a "long-term" in Eurocontrol? - ask upstairs!!!

Andy Barnby  
A.T.S. Assistant  
Team D





# OUTPUTOUTPUTOUTPUTOUTPUTOUTPUT



Christmas again good people. As if you need reminding not much hope of hibernating through the whole thing either. So out with the decorations, holly, cheap sherry and in the case of our Editor, even cheaper whisky.

Once again the Editorial Team had a discussion session over the last attempt. The meeting was held in an atmosphere of businesslike commitment, seldom seen in us all in the Operations Room.

Scoop accidentally left his memo recorder switched on, and the transcript is a good illustration of our professional attitude:

Click. Clunk.

Background television noises, dog shuffling, mutterings.....

Editor: What's yours scoop?

Scoop: Whatcha got Bruce?

Editor: Tea?

Scoop: (Choking) Love one.

Editor: Pervert.

Martin: Mine's a pils.

Paul J: So's mine.

Scoop: Doesn't look like one from here!



grass and was last seen disappearing down the hill. You see, he only read chapter one of "Mrs. R. Beaumont's World Famous Guide to Skiing and Removal of Stains from Linen for Gentlemen". Stopping was in chapter four. Paul J. is busy hanging the silver aeroplanes (DC3 and Viscounts) on his tree and making up his Christmas present list of aeroplane spotter's books. Editor Jan is busy counting his children and syphoning the Japanese whisky into Balianne's bottles in preparation for our Editorial Team party. Clemens is gathering up his security cards and passes with a view to hanging them among the coloured lights and balls on his tree. Martin is recovering from the usual last minute scramble to lay out and complete input for preparation. So we hope you like it. Merry Christmas and a very happy and prosperous New Year to all our readers. Let us hope we can say the same thing next year.

(Clunging noises, clunk of glasses)  
 Paul J: Burp! Triffic!  
 Scoop: Disgusting.  
 Editor: Now then, about the Output.  
 Scoop: Done!  
 Editor: Not that rubbish, got to be serious.  
 (Laughter)  
 Scoop: Alright already, give us a break!  
 Editor: Permanently.  
 Martin: You'll like the cover.  
 Editor: Maybe if you let go of my arm first.  
 Scoop: Triffic!  
 Editor: Have a chip  
 Martin: Crunch, crunch, crunch...  
 Scoop: Did I tell you the one about the Irish sailor?  
 Editor: No. Did I tell you about the stuff you are supposed to be doing for Input?  
 Scoop: Can't be as funny as mine.  
 Paul J: Hey. Is that b....r switched on?  
 Editor: Maniac!  
 Crunch. Bang. Click. Clunk.  
 So you can see that our deliberations often become rather emotional.  
 Do you like our winter picture? We lost Scoop, who was apparently unaware that skis also work quite well on wet

## President's Message

At the end of the year, I would like to take this opportunity of reviewing our situation.

Following the latest elections in the Netherlands, we now have a government comprising the parties CDA (Christen Democratisch Appèl), PvdA (Partij van de Arbeid) and D66.

The previous government comprised the CDA and VVD (Volkspartij voor Vrijheid en Democratie). You may recall Mr. P. v. Zeil (CDA) with his motions in favour of Eurocontrol, against the VVD whose MMe. Smit-Kroes (the State Secretary) as part of the RLD (Rijksluchtvaartdienst) was under the advice of the RLD management. In opposition, the PvdA's Mr. Rienks also put motions in favour of Eurocontrol; but no matter if all were in favour, "Sorry" said MMe. Smit-Kroes and exercised the RLD veto.

A new study made on behalf of, among others the RLD was completed. The "Feasibility Study" states that it is possible to hand over both Upper and Lower ATC tasks to Eurocontrol, saving a lot of money in the process. But who can believe that if a government will not hand over any task when bound by Convention, they will do so voluntarily? Yet another subterfuge to delay the matter until Belgium and or Germany close the door for good, thus putting the blame on someone else's shoulders.

Our new Netherlands government is all in favour of Eurocontrol. The new State Secretary, Mr. v.d. Doef, has stated that the government is prepared to hand over ATC tasks to Eurocontrol, after re-opening discussions with Belgium and Germany. No doubt these governments will first require a token of goodwill from the RLD. One wonders if Mr. v.d. Doef will have the power or determination to change the attitude of the RLD administration and follow the recommendations of all three participating political parties.

So once again our hopes rise. But is it only for us to be disappointed in the future?

At this time of year we celebrate the miracle of the Nativity? Might this not be the time for us to seek a miracle? You may not believe in miracles, but probably neither did the pilot of GBDYC (See elsewhere in this issue), but there, suddenly, was a helping hand.

I wish you a Merry Christmas and a Happy New Year.



Jan van Eck



## DEAR SANTA

by son of eurospero

I know you are very busy towards the end of the year but some of our dads working in Eurocontrol have a few problems and we were hoping you could help out as a kind of Christmas present for them.

I have been thinking about living here and growing up and learning in a difficult language and all those things so I asked my dad if we would always live here and he said it depended on whether something called the Commission or Committee would one day make a decision, about the future of the Maastricht Centre where he works. So if you could please arrange for this decision it would be very nice, so that me and my mates will know where we can expect to live and which language to learn best.

It makes me laugh when my dad speaks in his awful dutch to my friends, when they come to our house to play.

You probably know some of the Euro-dads have worked in A.T.C. a long time and some kid's dads can get a pension at 55 years old. Can you arrange this for us too, 'cos my dad says there are a lot of old geriatrics like him grazing around in offices, who could be pensioned off to make room for some younger ones to have a chance of promotion.

It seems they could use a few young trainee controllers too, because dad says they now handle twice as many aircraft compared with ten years ago but the number of controllers has reduced. They are always



changing things in the Operations room with all the old SoDDs and new ODS and everything and this means our dads have to be patient and adaptable and flexible and and.... If more young ones are not brought in, the sickness problems will increase and it don't seem right for those old 'uns having to work on the night shifts, with them having been in that big war and everything.

Dad says he and his mates get very frustrated submitting proposals and never getting anything changed. He told me it would have been better to have put the switches for the new ODS standby and fallback systems on the controllers' working positions, so when a main computer failure occurred, the controller himself could immediately select a fallback picture or even use it for training purposes. Perhaps you could help with this problem because that Guild Committee doesn't seem to get anywhere in technical matters.

I know that you have a lot of international influence and wonder if you could also help with a big problem in America. A lot of the dads around here were very upset when eleventhousand of their colleagues were kicked out of the F.A.A. They had a big meeting up in Amsterdam and drank a lot of beer, but the problem was not solved. I suppose it was illegal what the American controllers did with their strike, but we heard in a history lesson that even Presidents have committed illegal acts, so there is a precedent (sorry about that sir.). How about persuading some big American chief to show a little christian charity to all those controllers whose families will

have a hard time this Christmas without work or social security. It would save a lot of money for the F.A.A. if they would take back some controllers instead of training new ones and it would prove that the time of peace and goodwill can still exist.

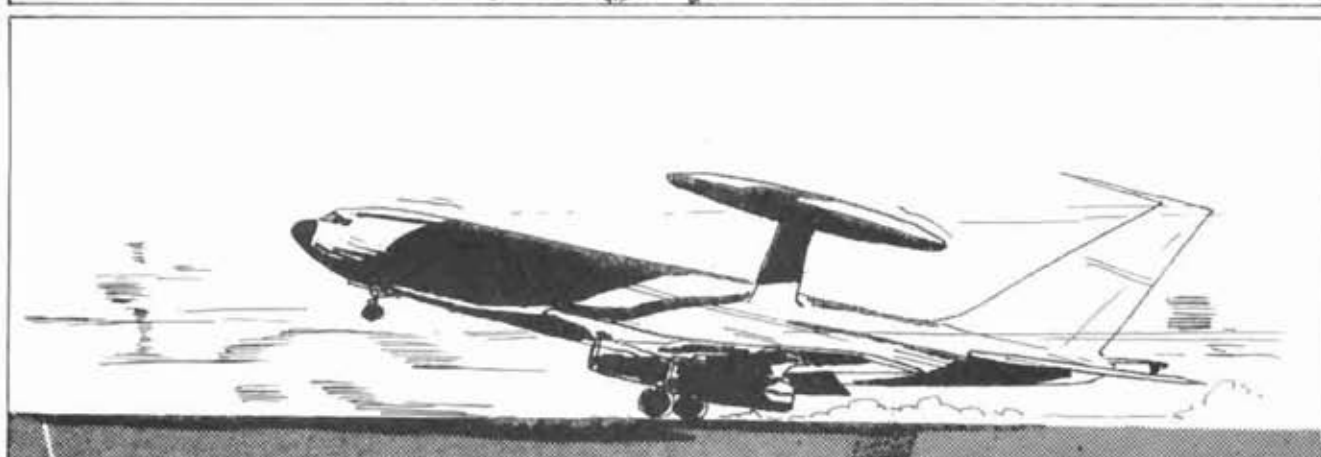
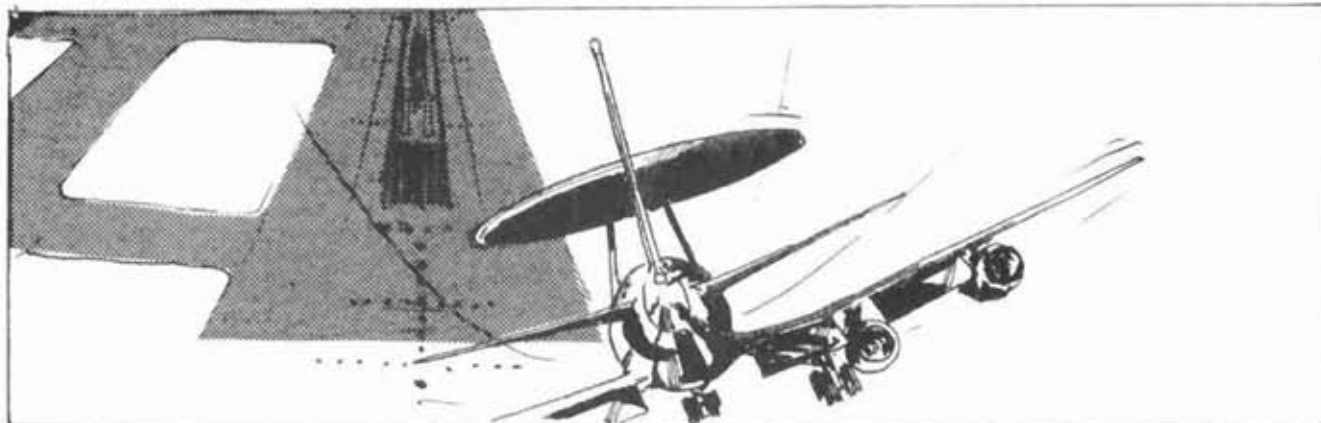
I read in the "INFO" magazine that you are planning to distribute your usual heap of toys very soon, but you know all of the kids would appreciate it if you will do these things instead.



So there it is Santa - your big checkout. We require 70% results for you to pass your credibility test and you have until 1st January 1982 to achieve it - how else can we believe in you?.



# awacs — the truth:



## The 1981 „SALON DU BOURGET“

Ph. Domogala



Photo: Pratt &amp; Whitney

PW 2037 turbofan

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Designed in 1971, the prototype was built in 1979 and it's actually being tested.

The engine was primarily built to power the new BOEING 757 but since it uses 30% less fuel than the engines of the B 727, DC 10 and TRISTAR a retrofit of the PW 2037 to those aircraft is under study.

I will not go too deeply into the characteristics of such an engine, but it is interesting to note the differences with "older" jet engines which made the economy possible.

First, the use of single crystal blades, pure-metal blades which are non-corrosive, can resist a very high temperature and are lighter in weight.

Secondly the use of a new alloy and a new forging technique for engine parts.



Photo: Pratt &amp; Whitney

electronic engine control system

They are made from powder metal, a brand new technology for shaping metal. It is made by heating metal powder until it becomes superplastic in state, and then less pressure is required to form lighter, better resistant parts. The alloy employed, MERL 76, is a new nickel-based alloy which is 15% stronger than present materials.

The engine will also have a completely new electronic engine control system. This system is more reliable and more accurate than previous ones.

It saves fuel by eliminating the need for frequent movements of the throttle by the pilot, and also eliminates the need for tuning the engine, a fuel consuming requirement with today's engines.

In addition to increased fuel efficiency, the PW 2037 minimizes the costs of operation. Because of its new high resistant materials the engine has 20% fewer fan blades, 55% fewer high pressure turbine blades and is lighter in weight than other engines, the maintenance costs are reduced as well.

This nice machine should already power aircraft next year.

## YOUR SCHEDULE IS OUR TIMETABLE

That is the advertisement of Holland Aero Leasing (HAL), who organized the "Luchtrecht symposium" held in Rotterdam on Friday, 2nd October 1981, chaired by Drs. F.A. van Bakelen.

Various subjects proved of interest to us; for example Dr. A.A. van Wijk from the VNV (Vereniging van Nederlandse Verkeersvliegers) on the subject of "Reporting of Incidents" and his plea for a neutral body to accept the reports and make proposals and recommendations.

Mr. J.L. Janssen van Raay asked for international co-operation in the handling of aviation problems. All the reports from the symposium are available from the EGATS board.

We have two observations to make regarding the symposium:

1. Criticism was voiced of the RLD using the law to protect national organizations, especially when the RLD's Mr. van Dam likened aviation law to a cobweb which one might be able to pass through gaps in the edges but in the centre is impenetrable. One could ask the name of that killing animal at the centre, and who or what is beyond the web, requiring protection.
2. In aviation law much is known of the position and rights of pilots, passengers, aircraft and freight, but very little is known about the position and rights of the air traffic controller.

At this meeting the new foundation "WILL" was announced to the press (see "WILL Wants")

All in all we had quite an interesting day.



## WILL WANTS

On the 30th of September 1981 a new foundation, called WILL, was inaugurated in Rotterdam. The name stands for "Werkgelegenheids voorziening in de Limburgse Luchtvaart".

Board members are: Mr. J.L. Janssen van Raay, member of the European Parliament as President, Mr. Drs. F.A. van Bakelen as Secretary and Mr. J.A. van Eck as Member.

As you know Mr. J.L. Janssen van Raay has always been fighting for the future of Eurocontrol.

WILL tries to promote aviation in general and Eurocontrol in particular.

Via this foundation we shall try to combine our efforts in respect of our objectives.

A foundation has no members and therefore relies totally on the (financial) support of individuals.

I hope you will follow the example of EGATS and join us. For more information see publication board or contact J.A. van Eck.



## THE MAASTRICHT EXTENSION FEASIBILITY STUDY

On request of Belgium, The Federal Republic of Germany, Luxembourg and The Netherlands, the Eurocontrol Permanent Commission at its 55th session on 8th July, 1980, instructed the Agency to carry out, on the basis of Directives advocated by the above States, a Feasibility study relating to a reorganisation of the entire civil air traffic control functions in the Benelux/northernFRG airspace, under the hypothesis that area control would be centralised at the Maastricht Centre while approach control for the various airports would be carried out by national ATC units.

The study was also to take into account military requirements.

Should the conclusions of the study lead to a centralisation of Area Control tasks in Maastricht the following will be the result:

1. The area of responsibility of Maastricht would be compatible to the dimensions of the various centres surrounding it.
2. The centre will operate under one set of operational procedures for both civil operations and civil/military coordination.
3. Sectorisation, although not mentioned in great detail could be improved throughout the area.  
As basis for the sectorisation should count:
  - a. As few frequency changes as possible
  - b. A minimum in inter-sector coordination
  - c. Legs per sector long enough to guarantee sufficient controlability
  - d. Time must be available to carry out civil/military coordination

4. In principle the existing airway system shall be maintained. However, certain changes are mentioned as desirable. Adjustments to this system can be brought about more easily by a central Agency than by doing so separately.
5. The centralisation concept will improve or establish the automatic data exchange with military units for the lower airspace.
6. Greater flexibility in the use of radar separation in the extended area. The existing 30NM on handover may then be reduced to 5NM.
7. Improved radar coverage for various parts within the present lay-out because use will be made of all available radar data without geographical limitations.
8. Operating and investment costs will be reduced considerably.

(See example page 14)

This means a saving of 10 million ECU yearly on "operating costs" and additionally 32 million ECU on investments. Since only the Status Quo is mentioned the costs for a new Belgian Centre, estimated at 50.1 million ECU are not incorporated in these figures.

9. Since the centralisation process will be spread over a considerable number of years one may expect the authorities involved to anticipate and solve in advance possible social problems, should there be any.

Example

	New System	Status Quo
Dutch Operating Costs	10.500.000 ECU	18.000.000 ECU
Investments	29.000.000 ECU	44.000.000 ECU
Belgian Operating Costs	8.500.000 ECU	14.000.000 ECU
Investment	23.000.000 ECU	35.000.000 ECU
In total Operating Costs	60.300.000 ECU	70.000.000 ECU
Investments	151.000.000 ECU	184.000.000 ECU

ECU = Hfl. 2,79

From the above we may conclude that should the Maastricht Centre be extended along the lines indicated by the study, a greater flexibility in the day to day handling of air traffic, a more efficient use of airspace, a more economic use of staff and financial sources, a closer and therefore better civil/military coop-

eration, having increased safety as a consequence, will result.

Fred Le Noble, Kees Scholts

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### MISSION WITH DCFCF

One evening following an afternoon duty we adjourned to the "Windmill" for a beer-call. An opportunity to solve in theory problems which we had handled safely during the afternoon.

Heinz had finished his second drink and was about to tell us once again of his glorious days at Ingolstadt Tower with 44 a/c on his frequency, when our supervisor (by then on his third drink) informed us that our famous Condor CFCF had offered a fam. flight on a "Special Mission".

Two of us Eurocontrol people from Maastricht could take part in this photographic mission.

Anyone interested? You bet. So on with the usual lottery.

"Jan. 2 dortjes, 3 pills and paper please.

Suspense as five pieces of paper were marked up, four with "No". one with "Yes".

I drew first and - surprise, surprise - pulled the "Yes". Sorry mates, and I hadn't even finished my first drink.

Next day off I went to the "Belle Etage" for final information.

"Well, as you know we were given a bon-bon flight for Euro-Maastricht and we thought it should be given to our controllers".

What a pleasant surprise to find that there remains someone up there who remembers that there are those of us who do the work.

So on 1st September in the afternoon, Willem de Boer and I met up with the friendly crew of DCFCF, Captain Matte and his people.

The plan was a flight from Köln/Bonn to rendezvous with a Condor B737 from Düsseldorf

at a point on R15 in the NOR area. We were to proceed in formation to LNO, DIK and the French boundary, taking pictures of the 737. Would then return to Köln/Bonn.

The plan was altered and we were to go to Munich, to pick up a V.I.P. and then on to Köln/Bonn.

So we took our seats in the comfortably appointed HS125 and off we went. Clouds ranged up to FL70 with bright sunshine above and strong reflections from the upper cloud layer. The satisfied grin on the face of our photographer assured me that conditions were ideal for taking pictures of an aircraft over white cloud mountains with a light blue sky above. We settled down to await our victim.

We saw it approaching from the right, some distance away at the same altitude as ourselves, the small target rapidly growing as he

approached. The joining angle decreased and he drew alongside 20-30 metres off, wing tip to wing tip.

In this phase the 737 was a little too fast so it overshot. Our pilot wound up his engines as the other pilot - having the same idea in mind - slowed down, so that time it was us that overshot. After some R/T conversation they achieved a nice close formation.

I saw many faces at the window of the other aircraft and the pilot taking movie pictures of us, which made me hope that he was carrying a co-pilot.

From my military days I remember what "target fascination" means. After much manoeuvring, "good-byes and good flights", the first part of our mission was completed. Our cameraman was pleased with his results. Willem and I had also taken our pictures.

I moved forward to the cockpit just in time to catch the QSY from Düsseldorf to Maastricht. Werner was on the mic. struggling with heavy traffic.







On contact one of the first questions asked was if our mission was completed, "Ja, alles im Kasten". Confirm route and destination. Route so- and - so, destination München.

Returning today?

Affirmative.

Surely George (internal joke-Norm) was pleased to hear that I would make it for duty next day.

Supervisor's problems with 3 controllers on leave, one sick, one "ghost" controller on paper and one unknown case.

Finally after a short chat a promise of FL 370 and a CFL of FL290, and transferred to Rhein who sent us up to FL370.

Our Captain explained and demonstrated the aircraft equipment i.e. the colour wx-radar, auto-pilot etc. Then rain in the München area... landing instructions from a woman ,touchdown..... taxi...shut down...some minutes wait. Our V.I.P. came through a side gate...shake hands and "Gruss Gott"...start up...power...taxi...more power.. take off...cruising level.

This leg was Willem's turn to tell the crew how to fly their aircraft.

We landed at Köln:Bonn about 1820, but were not yet finished, for we were invited to the crew's mini-restaurant (about the size of our own) for coffee and cake. This was arranged by the photographer. The V.I.P. had left us a huge bowl of fruit.

Later I learned that he was the owner of the aircraft and I realised why he had put his feet up on the vacant seat opposite his own.

Altogether a very interesting flight and I guess everyone enjoyed it. It was quite an experience for aircraft crews normally accustomed to being kept safely away from other aircraft as against staring them in the eye.

There is one point I would like to add.

When first levelling off at FL 290 we were given traffic information on a flight at FL330. I looked in the advised direction but saw nothing. Our Captain pointed it out and I had to stretch my neck to see it. I had expected to see the traffic above us - as of course he actually was - but it seemed to be below.

Captain Matte explained that shortly after levelling off at a given flight level, the auto-pilot still keeps the aircraft in a nose-up attitude until it has gained cruising speed. In this transition phase one must look down to see an aircraft that is only 2000ft higher.

Hans Buck

## Pilot's Trip Report

We took off from Birdsville at 1246 and the flight was uneventful until we arrived overhead Stephenville. The first minor setback came when suddenly both engines stopped. I was at that time having my meal in the first class compartment and it took some time to regain the cockpit, as the aeroplane was having a slightly less than normal attitude. After due consideration of all pertinent facts, it was decided to continue the flight in a downward direction. It gave me great comfort when I learned the reason for the engine failures; they were simply because of lack of fuel, thus dissipating my worries that the reason might be some serious technical problem.

The second slight setback came when the left wing and the steeple of the church of Stephenville had identical geographical positions. The left wing was then lost and as the aeroplane had flown a half roll I decided to continue the flight upside down. The crossing of the churchyard was again uneventful, but yet another slight setback came when the right wing hit a big mausoleum in the churchyard.

Response of the controls became rather sluggish after this point and the flight was continued across the main boulevard with some difficulty. As it was especially difficult to control the attitude of the aeroplane, the landing on the sidewalk was somewhat harder than normal, causing the fuselage to separate in five seconds. Shortly thereafter,



I lost control over the aeroplane and the cockpit section came to a final halt in the showroom of a car dealer, unfortunately causing some minor damage there too. Orders for evacuation were immediately given and the latter was speedy since there was no need to open the emergency exits. Some further damage was done to the aeroplane when the fire trucks exploded. This unfortunate incident was due to the fact that I was still smoking my after dinner cigar when I was personally directing the first truck to the showroom, where some petrol from the smashed cars was on the floor. When the gasoling tanks of the fire engines exploded, the roadblock between 46th and 47th street was completely wiped out. As a result of this, I would like to suggest that car manufacturers be obliged to build safer petrol tanks, in order to avoid such regrettable incidents.

From: Ifalpa News Bulletin  
By : Captain R.U.Bloggs

## JETS ARE FOR KIDS



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## A Little Culture

An experienced man in aviation  
paid a visit to our station  
I showed him all  
and at the end  
we entered "The Operations' Tent"  
he saw the lighting  
sat on a new chair  
he watched ODS  
and felt our cold air  
he was surprised and very impressed  
and said to me "This is the best,  
the best equipped storehouse  
I presume,  
but please, can I see now  
the Operations Room?"

Ehh

## BYE BYE GYC, LOTS OF LUCK

At the Toronto IFATCA Conference we accepted that all civil pilots should keep a constant listening watch on 121.5 or 243 mcs; this to facilitate the handling of traffic with whom contact was impossible (blocked frequency, r/t failure, wrong frequency etc.). How far this IFATCA policy has been put forward to ICAO, national administrations, airline carriers etc. I do not know.

In September, however, lives may have been saved, due to the fact that at least one civil crew decided to listen out on 121.5 mcs.

It happened on the 24th of September, 1981, JR 2205 en route EGKK to LYPL, under our control, detected an aircraft calling on the emergency frequency. This a/c, GBDYC, was flying between Dyon and Chatillon, GYC was transferred to 132.2 (our West working frequency), so JR 2205 could relay messages to us, which we could pass per telephone to France.

The flight deck crew of BY 955A, en route from EGKK to LGIR took over from JR 2205 and relayed the problems: "fuel status low: running out of fuel in the right wing, 15 minutes left on the left wing. Pilot no IFR licence and not feeling well."

BY 955A and GBDYC were both sent back onto 121.5 so France could follow the conversation as well.

By obtaining readings from different VOR's the BY crew calculated the position of GYC, reported this to France, relayed instructions from France to the GYC and assisted GYC to the fullest extent.

Thanks to the decision of a company to listen out on the emergence frequency and to the professional tackling of the GYC problems, an accident was prevented.

I sincerely hope that more companies or flight deck crews, by reading the GYC story, will decide to change their policy and follow our IFATCA policy from Toronto.



# *Britannia*

16th October, 1981

Mr. J.A. van Eck  
President  
EGATS  
Postbox 47  
6190 AA Beek L.B.  
Netherlands

Dear Mr. van Eck,

Thank you very much indeed for taking the trouble to write and thank our Capt. Crabb for the assistance which he was very glad to offer. We are pleased that the aircraft landed safely.

Best regards,

Roy L.H. McDougall  
Operations Director.



## ABOUT PASSES, IDENTITY CARDS AND SECURITY SYSTEMS

Clemens Degenaar

In my car I turn into the side road leading to our Eurocontrol Centre. Holding the steering wheel with my left hand I am just able to pick up and display in my right hand the white entrance card which proves my mental shareholdership of South Limburg Airport. I nod my head in a movement which could indicate understanding and or impatience to the guard as he opens the fragile barrier.

As I manoeuvre through the gap I search the glove compartment for the Eurocontrol parking number which I have not yet stuck on to the windscreen of my new car. To play it safe I also endeavour to extract, with one hand, my Eurocontrol I.D. Card from its place in my wallet, during which operation I almost collide with a colleague as he leaves the Centre still putting away his cards and passes using both hands, not recommended procedure. At the main gate, I smile happily and wave my cards at the guard. To cover myself completely I also wave a Eurocontrol sticker, maybe it will help, but I doubt it. After all, I have only worked here for nine years.

Next I try to indicate to the guard in his little lodge why there is no parking number on my windshield. With my hands I indicate sticking movements, whilst miming an explanation.

Finally I end it all with an understanding nod to the guard and wave the little sticker at the windshield as if terribly upset that the thing is not there, stuck firmly.

Obviously my act is convincing, for the barrier is raised and at last I am in.

I park the car at the rear of the Centre, in position for its daily dust bath from the growing mountain of stone grit on the airfield. Rumour has it that these excavations are a secret project of our German military colleagues.

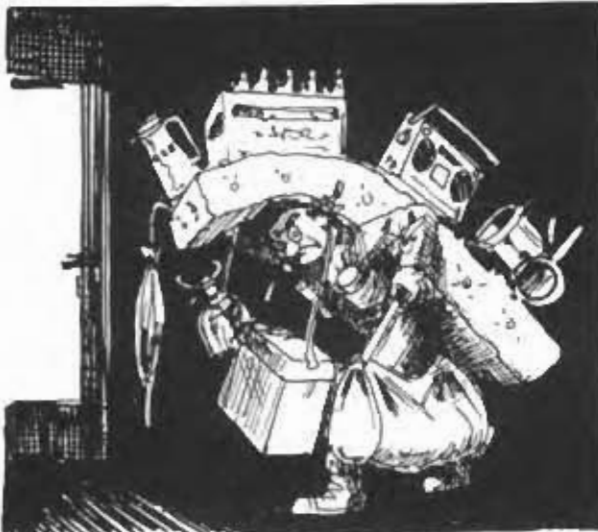
En route at last to the front door of the building, I search my breast pocket for the new blue plastic card "key" to the Operations Room, muttering all the while the front door punch-key entry code. Could always kick it down I suppose.

As I put away superfluous cards and passes, I can just about hold on to the night shift necessities under my right arm while inserting the entry code with my left pinky. Once the buzzer goes you have five seconds to open the door, but you have as many attempts as you like.

Night duty personnel loaded with camping beds and bags are greatly motivated by this game. The all time record was set one memorable evening by a Mr. F. te P. who with full night load negotiated both glass doors so fast that all the guard post lights were fused in the process.

Next stop is of course the canteen, and I am just in time to save a poor soul from a nervous breakdown as he had been trying for fifteen minutes to feed coffee tickets into Harry's new coffee machine. Disturbed a little by the emotional atmosphere, I attempt to put my blue security card

into the machine. Without success of course. In disgust I put away the assorted cards, keeping out only the SCOPS announcement which is the only thing I find humorous by this time.



NIGHT DUTY PERSONNEL LOADED WITH CAMPING GEAR

At the entrance to the canteen there is now a "Back Pay" machine. This permanently installed machine—an arrangement between management and the canteen—automatically converts our "Back Pay" into coins for the coffee machine. This obviously saves a great deal of work for both parties.

Did you notice that since the advent of the "gold" coins considerably less rounds of coffee are being offered?

The old paper tickets, which seemed almost worthless, encouraged the consumption of tea and coffee. Very soon our coins will no longer fit the machines and we will find ourselves trading them for beads, small mirrors, bowie knives, bear skins, etc.

Up the stairs to the top floor and the door of the Operations Room. I notice a group of men staring fixedly at the notice board by the door. They suddenly finish their studies as one of their

more security conscious colleagues approaches with his "key" card. I know that notice board by heart from previous experience of leaving the Operations Room for a moment, only to be reminded by the brutal click of the slamming door that my key card is of course on the other side.

So I join the group in earnest contemplation of the notice board until our saviour strolls along and sticks his card into the slot. These conscientious souls are easily identified by the foot marks upon their backs.

As I enter the Operations Room it strikes me that my colleagues must have fallen asleep testing the new chairs.

Bells ringing all around remind me of alarm clocks, I close my eyes and the cacophony seems like a horde of cyclists whose way one is blocking. The whole system series is still in an experimental phase and according to the company psychologists, has no permanently damaging consequences.

All in all the new security measures have transformed the guard's lodge into an electronic control centre. It is even said that the parter is equipped with an electronic eye, obviously his own two are not enough. This makes it clear that the centre of gravity of the organization has drifted to the guard's lodge.

Rest assured that I will keep you up to date with developments in our next issue.

Meanwhile I join the rest of the team in wishing you all the Seasons Greetings and a Happy and Prosperous 1982.

## EGATS TECHNICAL COMMITTEE

## COLUMN

In Input's number 3, 1981, the EGATS Technical Committee gave us a very interesting review of what is happening in our neighbour's kitchen. From the Executive Board we now wish to inform you of what is bubbling in our own kitchen.

The EGATS Technical Committee, after its establishment in the present combination set out to try and improve various system features, which in their and our opinion could be used in a more realistic manner.

Here is a brief compilation of what has happened so far;

## 1. 15-10-1980.

A working paper on deviation line automatic up date is sent to Head of Operations

## 2. 2-12-1980.

A working paper on the display and erasure of EFL/NFL and the display of the NSSR asterisk in the label block is sent to Head of Operations. (subsequently photocopies of these were requested by Head of System Implementation, the originals were lost)

## 3. 23-01-1981.

Working papers 1. and 2. are acknowledged. The paper on the automatic up-date had been sent to Headquarters. Paper 2. would need further evaluation, however, no further discussion or explanation was invited.

## 4. 29-01-1981.

A working paper on the blocking of R/T frequencies is sent to Head of Operations. At 01-04-1981, the receipt of this paper had not yet been acknowledged.

## 5. 18-03-1981.

A working paper on the display of maps is sent to Head of Operations. Receipt of this paper had not yet been acknowledged on 01-04-1981, either.

Finally, on 03-06-1981 EGATS receives a letter in which we are informed that the original proposal on 1. had been rejected by Brussels and that a revised version, coordinated with similar requests by FSSkt-A would be forwarded to Division 03.

The working paper on the EFL/NFL erasure and the display of the asterisk in the label was regarded as a W.P. on an "enlarged label", in stead of a more flexible use of label space. The poll we had to ask control staff their opinion on this feature was referred to as: "Irrespective of any possible polling that you may have conducted I should like to reemphasize that the main aim here should be to display the right information to the controller concerned.....". After mentioning the lay/out of the label block in ODS no further reference is made to the aforementioned proposal.

As far as the paper on R/T blocking is concerned our OPS Division is of the opinion that a pilot who notices that the frequency is blocked will, most probably, change to another frequency anyway. A use of emergency frequencies, accepted IFATCA policy, was considered undesirable since this would "shake up" a whole number of units.

The paper on map display was not considered an improvement, since an earlier test with a revised map display had been negative by both EUROCONTROL and GAF staff, it was not

considered appropriate to reactivate such a rejected proposal. A request for the renovation of certain parts of the wall surface was received favourably and was carried out recently as you may have noticed ( behind the Flight Data Group).

The final paragraph of the letter reads:  
 "Finally I would like to express my appreciation for submitting constructive proposals which aim at improving our working environment and procedures and I encourage you to continue doing so in the future".

Considering the fact that so few of the work done by the Technical Committee was considered for implementation it must have been seen as unconstructive to say the least.

The time needed for a reaction on the work done in one's spare time hardly encourages the persons involved to continue doing so in the future.

The only thing we can do at this moment is hope for improvement.  
 Perhaps someone will wake up some time.

## LOA TALKS

As you may have read in Input's number one issue of 1981, a delegation of EGATS visited the Dutch Guild in order to discuss certain problems existing at our common boundary points, with regard to procedures laid down in the LoA's.

These discussions resulted in a common statement in which the procedures, as desired and acceptable to both guilds, were stipulated.

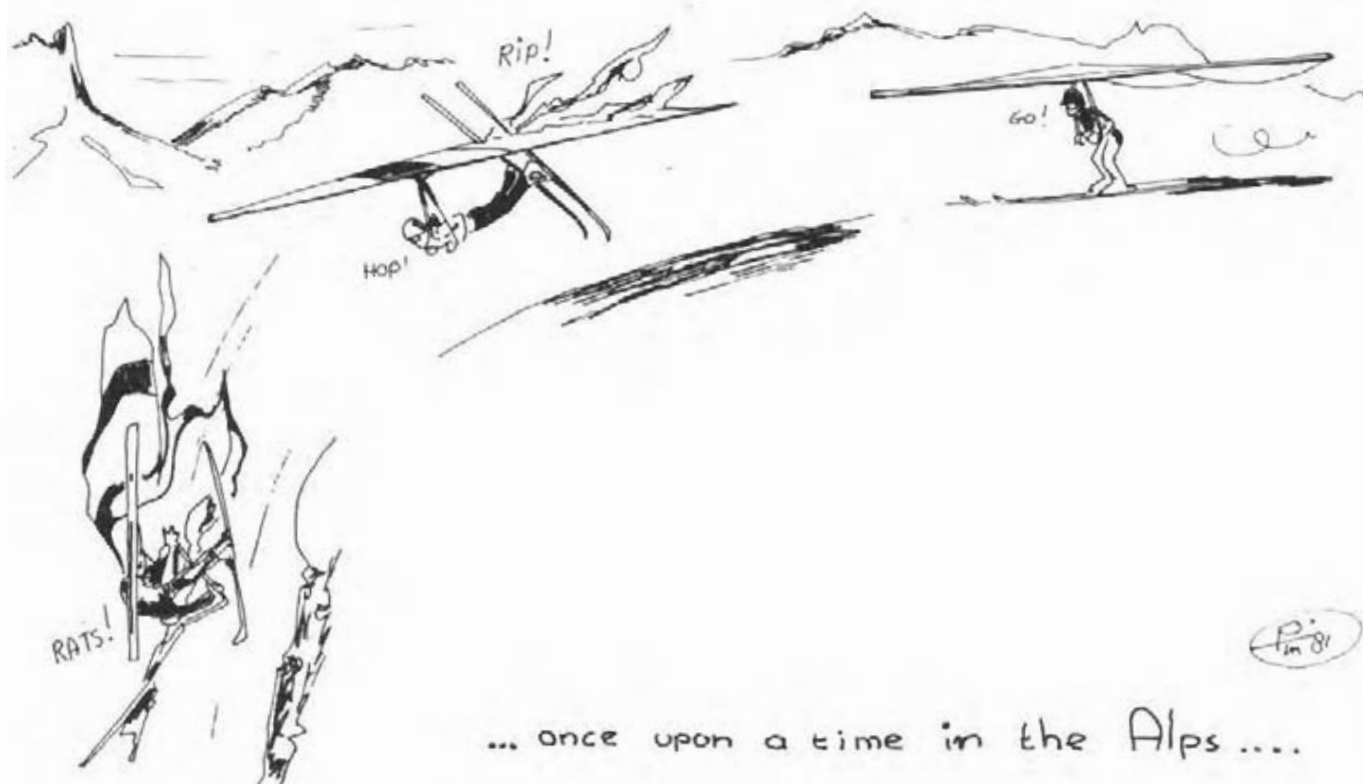
Both guilds then informed their respective OPS divisions and asked them to incorporate the conclusions in future LoA's. This request was received favourably.

We also requested that EGATS observers be admitted to these LoA talks. We based this request on information that the Dutch Guild, maybe under a different cap, is normally allowed to send observers to such talks.  
 We were to be informed about this.

On the 11th of November LoA talks took place at Maastricht and, as you may have guessed, no EGATS observers were allowed to follow the discussions.  
 There were observers all right. One from the Dutch Guild, and one from the Brussels.  
 Apparently it is far more important to have office people informed on how certain procedures are laid down in a LoA, than it is to keep controllers informed.  
 The latter just have to do as they are told.

It looks a bit like "Are you being served" when young Mr. Grace calls out to his workers: "You've all done very well" only that with regard to our OPS divisions the sentence is slightly longer but not pronounced.





## Stalled Jet Battle

A JUMBO jet crew struggled desperately to save their aircraft and passengers when all four engines cut out over the Pacific Ocean.

They won the battle to get the engines restarted, but only after the Jumbo had dropped two miles.

The incident happened last Sunday while the plane, full of American holidaymakers, was on its way to Hawaii.

The crew first tried the emergency measures normally used for engine failure at high altitude. But the engines remained dead.

Then they carried out the starting techniques used on the ground and the gamble paid off. The engines roared back into life at 26,000 feet.

A spokesman for America's Transportation Safety Board said yesterday: "It's not unusual and has occurred in other types of jets at high altitudes. We are trying to find a solution."

The problem is believed to be caused by ice crystals forming in the kerosene fuel.

English Daily Mirror July 10, 81

This article reminded us two other incidents, one of which directly involved us at Maastricht.

The circumstances of each incident were different, the human element, the mechanical element, and the nature element. Unfortunately they all resulted in an aircraft carrying around

300 people falling over 10,000 feet. Only one occurred in a high density sector, but the law of averages and capricious nature indicate that it will happen again, possibly with disastrous consequences.

TYPE A/C : 747-100  
DATE : Jul 21'79  
WHERE : 80 nm E. of Gander  
DAMAGE : none  
INJURY : none

While attempting to activate the fuel heat, the flight engineer accidentally closed the fuel valves, causing all engines to flame out from fuel starvation.

The passenger flight was cruising at FL 350 during an evening flight from BOS to LHR. When the time came to use fuel heat, the career flight engineer, who had only 14 hours in the airplane, thought he was turning on the fuel heat, but instead lifted the ENGINE VALVE guards and sequentially positioned each switch to the CLOSED position. When he selected the number 4 ENGINE VALVE CLOSED, he realized that he had made an error and immediately opened the valve. The number 4 Engine stalled and spun down. As restart procedures were initiated on number 4 engine, engines 1, 2 and 3 flamed out from fuel starvation. The captain called to the flight engineer words to the effect of, "What did you do?", while simultaneously switching on the STANBY POWER switch and beginning a dead-stick glide.

The FLT start procedures were carried out. But when the last engine was started, the aircraft

was passing FL 280 and the lowest level reached was approximately FL 270.

Air traffic control was notified and the flight was re-cleared back up to FL 350. The remainder of the flight was uneventful except that the captain supervised all flight engineer duties after the incident.

The flight engineer had been with the company for many years and had a clean record. His experience before qualifying on the 747 was four years of flight engineer duty on the L 1011, which has no cockpit-controlled fuel heat system, and many years before that on the 707, which has guarded fuel heat switches.



You may wonder what an incident of this sort, which occurred over the ocean, has to do with us. Now read on.....

In November 1979 the Luxembourg sector controller was working a DC10 EDDF to KMIA.

At Ruwer (RYW), the aircraft was routed via Luxie to Montmedy (MMD) and cleared to climb to FL 350.

Over Luxie, with Mode 'C' indicating FL 290 climbing, the aircraft suddenly started to drop. No R/T contact could be established. Luckily at that moment the traffic density in the sector was low and, it was not necessary to take action to ensure separation with other traffic.

At FL 180 it appeared that the aircraft recovered and this was confirmed shortly after by the pilot, who stated that they had some trouble but that everything was now o.k. The flight was re-cleared to FL 350 and continued to destination.

But inspection at Miami revealed that portions of both outboard elevators were missing, along with the lower fuselage maintenance-access door near the tail. The National Transportation Safety Board cited the crew's failure to follow standard climb procedures and to monitor adequately the flight instruments. The crew misinterpreted the stick-shaker as engine vibration and consequently pulled back on the number-three engine; the decreased thrust aggravated stall entry, the Board said. It called for a more explicit stall-warning device on the DC10, saying that the system should include either a visual or an aural warning device, or both. The Board also expressed concern over the crew's decision to continue across the Atlantic to Miami after the incident.

## NORMS SPORTS PAGE

So we reach the mid-point of the Association and Rugby football seasons. Perhaps some of us - I for one - are beginning to question why we support a bunch of idiotic cripples as they totter from game to game in an exhibition of staggering mediocrity.

Our wives, poor souls, show marvellous patience as - week by week - we sit hopefully listening for the match results. Just think, the present football season continues through to the World Cup Finals in Spain. Can our nerves stand it? I wonder. But of one thing I am sure, by April I will be heartily sick of it all and longing for the return of cricket.

Golf is a popular sport these days. Some years ago I had a go at "pitch and putt" using a five iron and a putter over an eighteen hole course with an average of one hundred yards per hole. Very healthy exercise if you watch out for the odd strayball appearing from the least likely direction.



One good thing about golf is that you need neither snow water nor 21 other people. You can set your own pace and handicap. My own major handicap was that I could not hit the ball. It's so small you see, about the size of a squash ball, whereas you must hit it with a bat very much smaller than a squash racket.

The history of golf is quite interesting. It would appear that the ancient Scots actually started it. The name is quite obviously a mistaken interpretation of the Scotsman's reply when asked by an Englishman if he was





"luffing" (holding a close wind), "Aw, go luff yersel".

To the Scots, golf was a means of hunting their staple-food, the noble (and delicious) Haggis. These creatures live in holes in the ground, are notoriously shy, and have very good eyesight.

Thus the tartan clad hunter would propel a small hard round missile from some distance away, which missile would descend upon the Haggi, incapacitating them.

The mode of dress for the hunt was simple: an appropriate bonnet to keep the chill from "of the Brrrrrain" a suitable top garment, a kilt, and stout footwear.

For centuries the heather clad bens and glens rang with the joyous hunters cry of "Fooooooooooooorrrrrrr!! Geyamananaheed!!....." ("Four! Give them one on the head", which can best be translated as "I have observed four Haggi! Give them a ball on their heads!") This was shortened by heathen Anglo-Saxon tongues to "Fore!"



The ancient Scot would enjoy nothing better after a hard day stealing his neighbour's cattle and massacring other clans, than a pleasant evening at the "Haggis-bashing". Scotland prospered.

Then came the English. Laying waste, spreading fire and sword generally frightenin' the salmon. They appropriated the Coronation Stone of Scone on which, for centuries, Scotland's Kings had been crowned. They stole whisky and football (previously a gentle pursuit practiced by a small clan using the heads of their enemies, now look what the English did to it). The game of golf declined to its present "symbolic" status and so-called refinements were introduced, by faint-hearted Englishmen who could not even recognize a Haggis. Nowadays they seem to hunt birdies and eagles.

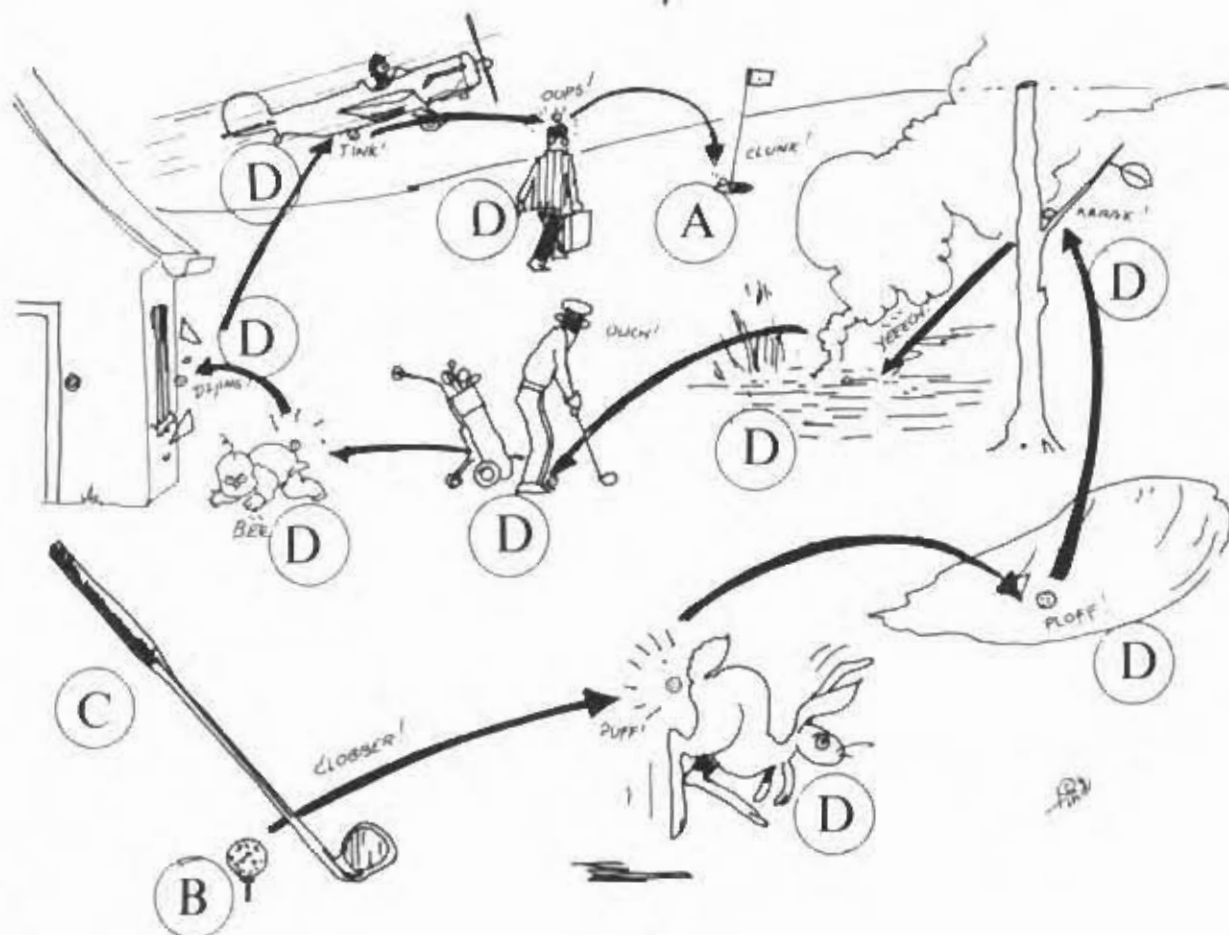
Clothing for the present day sport consists of a golf cap, sweater, plus fours, (plus four of what is never made clear), spiked shoes and one glove (you only get one however cold the other hand may be).

Equipment consists of one bag of clubs ("irons" and "woods") six golf balls (24 for beginners), a set of tees (not Pickwick or Liptons, twits - TEES), a tee is a small plastic spike which one stickes into the ground! and upon which one balances the ball in order to give it a good bash, should it not fall off the tee first which usually happens to beginners.

The actual physical part of the game is quite simple, The idea is to coax one's ball into (see diagram) a hole (A) some distance away, by striking the ball (B) with a club (C) as few times as possible, avoiding

en route various obstacles (D) such as: bunnies, sand pits (called "bunkers"), trees, swamps, other players, children, buildings, low-flying aircraft and insurance executives on a day off.

7. Shout "Fore." at the top of your voice.
8. Put ball back on tee.
9. Set cap straight on head.
10. Repeat step 5.
11. Complain to caddy that his laughter is disturbing the ball, causing it to fall off tee.
12. Replace ball on tee.



Here is a step by step guide for the beginner, just to start you off:

Step

1. Place tee in ground
2. Balance ball on tee.
3. Take wood or iron club from bag.
4. Put ball back on tee.
5. Swing club to strike ball.
6. Replace ball on tee.

13. Repeat step 5.
14. If ball is not by now enroute first hole, give up and go to club-room bar.

Admirably simple, after some practice you may even hit the ball regularly.

Glossary of golf terms for the uninitiated:

Ball                      Spherical white

	object to be hit by "Club".	Club-house	Bar.
Bunker	Thing to stay out of.	Hole	No comment.
Caddy	Dwarf being, invented to carry bag of clubs, give advice and receive abuse.	Hole in one	Now we're on dangerous ground, after all this <u>is</u> a family magazine.
Club	Long handled bat for clobbering (hopefully) ball.	Iron	Metal-headed bat.
		Professional	Not what <u>you</u> think.
		Rough	See "Club-house".
		Wood	Wooden-headed bat.
		Off you go	Good luck and happy hunting.

## TOT ZIENS, PHTVA

Hugo A. Round

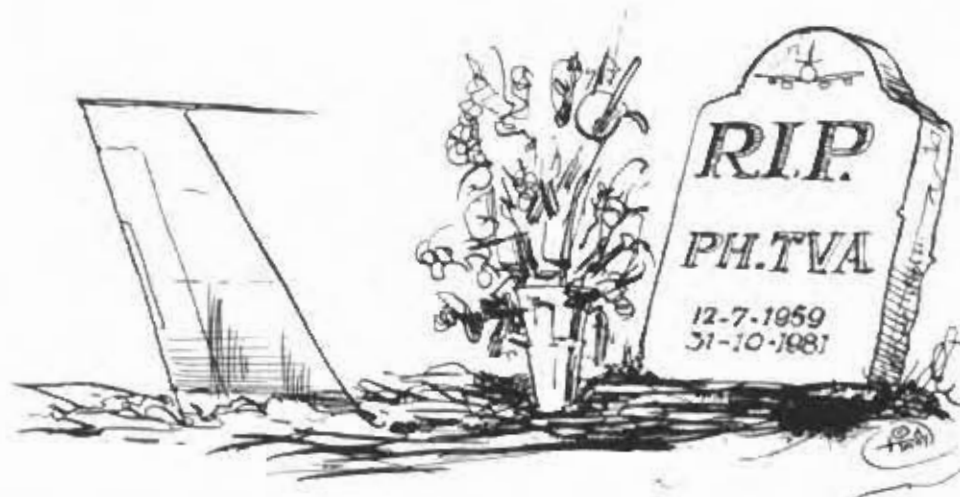
At 2100 hours, Saturday 31st October, Maastricht UAC transferred HV 342 (Alicante to Amsterdam) over to Amsterdam Control. Unknown to most is that this routine flight heralded Transavia's last commercial operation of their sole B707, PH-TVA, after completion of an astonishing 60,841 flying hours.

This particular B707 (series 123B) construction number 17646, first took to the skies way back in 1959, on July 12th to be precise. Then registered N7519A, the aircraft was delivered to American Airlines on the 31st July.

It was on the 21st March 1972 that Transavia acquired the aircraft with 40215 flying hours and registered it PH-TVA. Since then, as we have witnessed, Victor Alpha has faithfully served its owner as a regular customer in our airspace.

Victor Alpha's future is uncertain. Alas, with so many hours logged, and the type's unquenchable thirst for fuel, it will most probably be the scrap heap.

Whatever happens, when the time comes, may you QSY in peace old friend.





## PATCO UPDATE

**patco**

Recently I visited Patco Eastern Region in New York. The first thing that struck me on arrival, was the reduced traffic at JFK. On a Friday afternoon I counted 37 a/c parked, whereas the normal total would be over a hundred.

Separation standards applied by the replacement controllers were far more stringent than before. For example, on departure we had first of all a one hour delay before start-up (this with passengers already embarked) and a further 40 minutes awaiting line-up, with only 7 a/c ahead of us and two runways in use. The reason for this was that as soon as an aircraft was announced for landing all take-offs were suspended, this was in excellent weather conditions. One week before when a little bad weather touched Los Angeles delays averaged around 3 hours.

FAA statistics on delays are revealing. With only 75% normal traffic the following statistics are for the entire U.S. except Newark International Airport. Where the controllers were "too busy controlling aircraft to collect data" according to the FAA. In reality



parking lot of TWA at Kennedy Airport on a busy Friday afternoon, nowadays.



delays at Newark would have raised the 1981 figures even higher:

Aircraft delayed by 30 minutes or more

	1980	1981
Sept. 27	20	360
28	25	410
29	30	260
30	45	490

Accidents, incidents and collisions are occurring every day. The majority of these are between traffic in VFR and that in IFR. The FAA and the media do not emphasize these incidents at all.

The reason accidents are occurring with VFR traffic is mainly because the FAA has practically cancelled IFR, for all small aircraft; all these are now flying in VFR with little experience and it is often chaos round airports.

Here is a list of the more relevant accidents and incidents for the period 23 September to 28 September 1981.

23 Sept. 1847 L

Terboro New Jersey.  
Mid-air collision between a Piper Seneca and a Bell Jet Ranger. In control was the facility chief (not a controller). One a/c VFR the other IFR both in contact with the tower and cleared to land at the same time. Two dead, three injured.

24 Sept. 0745 L

Flagstaff Arizona  
Collision between a Sw Metro and an MU2. Both a/c were landing on opposite runways and collided in the middle. The Metro, with 16 pax lost 7 feet of right wing, the MU2 lost a wing tank and also a piece of the wing.

25 Sept. 1245 L

Denver Approach.  
Nearmiss between a Western B727 and a Rocky Dash 7. The Dash 7 was cleared to cross the Denver departure path and missed the B727 by 150 feet.

25 Sept. 2055 L

Newark Tower.  
Near crash, a World DC10 was instructed to overshoot while landing, cleared to 2000 feet and vectored away. The aircraft passed within 3 nm and actually lower than the World Trade Centre skyscraper on Manhattan.

25 Sept. 2217 L

Chicago Center.  
Crash of a C210. No search and rescue initiated. The wreckage was discovered by a farmer next day. Three dead.

28 Sept. 0930 L

Chicago Tower.  
Ground collision between a Bel2 and a truck. The aircraft was cleared for take off, on a closed runway with trucks in the middle of it.



a simple way to diffuse information, first you record it on a cassette, then you place telephone receivers around the tape recorder, cheap and effective.

The "controllers" and supervisors are still working 50 to 60 hours per week (despite FAA claims) and they are becoming tired of the situation.

Some interesting figures:

Control force prior strike:

20.000 (17.000 controllers + 3.000 supervisors)

Control force at present:

10.000 (5.700 non-striking controllers, 3.000 supervisors, 800 military and 500 new staff)

At 2-10-81 there were 11,554 controllers on strike, which is 73,6% of their number.

Despite rumours there are no secret negotiations taking place. Patco is awaiting the result of decertification hearings before making its next move (See "P.S."). Whatever the outcome of the hearings and whatever the result of the strike a few points require attention.

1. The relations between Patco and the U.S. pilots have never been worse. Strong words have been bandied such as "Overpaid m...f..s" from Patco, and "Bunch of arrogant b....ds, who will never go back to their towers, we'll see to that." from ALPA. This will, naturally, take time to normalise especially should catastrophe occur involving two airliners, which would seal their differences in a tragic manner.
2. Relations between Patco Supervisors and non-striking controllers are at their worst. Picketing in the U.S.A. is so quite different to picketing in Europe. In New York Terminal people are sleeping inside facilities to avoid having to cross picket lines.

The Supervisors want and end to the strike, providing the striking controllers return to work on their knees. Should Patco win, or be forced back to work with improved conditions, the integration will be difficult. Supervisor authority will certainly disappear for quite some time and the work ambience in the Operations Rooms will be heavy.

Patco made its standpoint clear, they want negotiations to re-open. There is no way that they will return to work under pre-strike conditions and they do not want an amnesty, they want to win.

They prepared the strike while Carter was still in office and, were he still in office they would probably have won by now. The problem is that Patco was the first Union to come in conflict with a newly elected administration which wanted to demonstrate its toughness, and unfortunately for Patco, 75% of the U.S. population is behind Reagan.

Philippe Domogala  
23 October 1981

#### P.S. "PATCO Update" from IFATCA Circular

In the afternoon of 30th October 1981 the Executive Vice-President of Patco advised the IFATCA President as follows: "On 22nd October 1981, the Federal Labour Relations Authority (FLRA) decided to revoke Patco's status as the exclusive bargaining agent for U.S. Air Traffic Controllers. This decision means that Patco's rights to speak on behalf of, and to represent exclusively the U.S. controllers has been taken away. Patco is appealing to this ruling to the U.S. Court of Appeal and the decision is expected within approximately 30 days of the 30th October 1981.

In the meantime Patco members continue to be locked out by the FAA and, because of this lockout, Patco will continue its strike posture and programme of picketing until the lockout is ended. Patco is still in desperate need of funds in order to continue its legal struggle and again requests that all Member Associations contribute to its legal defense fund."

## WHAT SORT OF MAN READS INPUT?



Today's get-ahead dynamic forward thinking or non average pervert, that's who. Who else would read this rubbish? It's bad enough having to write this stuff, but read it? Never. Er... yes Ed. sorry. So if you don't fit these exacting conditions, send us donations or we'll send you INPUT in a fully illustrated plain wrapper for a whole year. INPUT, the magazine for yesterday's today people tomorrow or next week, possibly in a few months time.

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**EGATS ANNUAL GENERAL MEETING  
12 FEBRUARY 1981**

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**NEXT COPY DEADLINE MARCH 1<sup>ST</sup>**

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