

Remote sensing symposium to be first of its kind held

Two international scientists will address the "Symposium on Remote Sensing in Marine Biology and Fishery Resources" scheduled at A&M Jan. 25 and 26. The symposium is the first of its kind held in the world. Sponsors are the Remote Sensing Center and Sea Grant Program at A&M with support from the United Nations Fisheries Biology Branch of the Food and Agriculture Organization (FAO) and the U.N. Intergovernmental Oceanographic Commission (IOC).

Dr. G. Tomczak, chief of the Marine Environment Section, FAO, Rome, Italy, and Dr. Saul Salla of the IOC, Paris, France.

Dr. John W. Rouse Jr., Remote Sensing Center director, said the symposium objectives are to bring together investigators active in utilizing remote sensing in marine biology and fisheries, and to provide discussions leading to improved use of marine resources.

Remote sensing includes aerial infrared photography, radar, mechanical infrared scanning and microwave radiometry.

Opening the Monday, Jan. 25, session are Dr. Richard A. Geyer, Oceanography Department head; Dr. John C. Calhoun Jr., Sea Grant Program director, vice president for programs and dean of the College of Geosciences, and Dr. Rouse.

America's only full-time fish veterinarian, Dr. George W. Klontz of the College of Veterinary Medicine, will speak on "Use of Fish Biological Situations."

Dr. Salla of the IOC and Dr. Karl Szeikielda of the Goddard Space Flight Center will also present programs during the final session.



IT'S GOOD NEWS FOR GIRL WATCHERS when Christiane Francos, 22, of France, left, and Barbara Sabbath, 23, of Canada, stroll through the Chelsea section of London. The girls are wearing Italian fashion designers favorite items for spring—short shorts and "hot pants" that fit almost like skin. (AP Wirephoto)

The automated airplane may be possible as ideas in air traffic control develop

Sophisticated mechanical assistance to air traffic controllers looms in the near future, A&M aerospace engineering seniors say.

The complex snarl of air traffic over major U. S. airports carries major disaster as a regular passenger.

At fields such as Chicago's O'Hare, Washington's National, JFK, LaGuardia and Newark at New York and Los Angeles International, passenger jets roar in and out at less than half minute intervals.

The problem is complicated when the big planes, coming in at speeds around 200 mph have to be held back while smaller, slower-flying aircraft clear runways and air lanes.

Technology caused problems underlined by recent air traffic controllers threatened strikes and

the popular novel and movie, "Airport."

Federal agencies, pilots, controllers, airport managers and air transport researchers believe the problems must be solved by technology.

Don Brandon of Anahuac and James H. Johnson of Friendswood, aero engineering seniors, reviewed current ideas for easing the air traffic situation. They also incorporated ideas of their own into reports for a senior seminar course instructed by Dr. Charles A. Rodenberger.

They reported that computers, orbiting satellites, constant transmitting transponders aboard planes for identification and position fixing and infrared tracking equipment are under study and development.

"The Federal Aviation Administration requires the controller to do more than human efficiency

allows and controlled performance drops," Brandon said.

Automatic or semi-automatic equipment systems would supply ground computer complexes the position of aircraft in flight, he added. Computer-generated displays to the controller would facilitate his management problem and increase safety around major terminals.

Brandon also suggested that airborne computers in the planes might do the flying according to flight plan data. It would consider automatically the positions of other aircraft in the vicinity and take action much more rapidly than a pilot.

Johnson also noted the FAA plans to have a National Air Space system in operation at the nation's centers by 1973. The computer-equipped ground installations will control and direct aircraft in flight.

Gulf undersea lab planned

Planning for a continental shelf laboratory off the Texas coast is underway by a 13-member study committee chaired by Dr. William H. Clayton, associate dean of geosciences.

The committee, jointly sponsored by A&M and the University of Texas Medical Branch at Galveston, was initiated by the Galveston Chamber of Commerce to plan for a major ocean science and engineering facility in the Western Gulf of Mexico.

"Development of a continental shelf laboratory has been a goal of A&M since the publication of the President's Commission on Marine Resources and Engineering Development report in 1969," Dr. Clayton said.

"The Galveston Chamber of Commerce has stimulated recent activity through its long-range planning for development of the

State's marine potential and through its plans for a "Texas Tektite" program," he continued.

The continental shelf laboratory would support a broad program with most of the research activity centered in ocean and environmental science, including pollution and water quality studies.

About 30 percent of the program would be concerned with man-in-the-sea and biomedical research, Dr. Clayton noted. The laboratory would be a cooperative effort of many Texas educational and research institutions with support from industry and government.

In a report prepared through the Sea Grant project, a permanent laboratory facility in the Flower Gardens coral reef area 110 miles off Galveston is called technically feasible. The report

points out that a permanent location would offer unique search opportunities for a short time but questions whether the scientific results can justify the high costs of a permanent installation in a single location. Initial costs for a permanent continental shelf laboratory would be \$10 million.

"One of the tasks of the study committee will be to explore the possibilities of using platforms, subsurmersibles, habitats, and facilities as a floating semi-merged instrument platform patterned after the Navy's FLS ship," Dr. Clayton explained.

"It is technically possible to construct a facility in the Flower Gardens area," he said. "We simply must ask ourselves what the facility we need and what we hope to accomplish through the use of it."

Aerospace engineers now face unemployment

DALLAS (AP) — Things started going sour here in the early part of last year. As TFX airplane (F111) contracts were delayed, then cancelled, aerospace firms in the Dallas-Fort Worth industrial complex started cutting back. Whole programs were dropped almost overnight. Divisions were phased out. Top personnel were fired along with the men they directed.

Like a pebble dropped in a pool, the cutbacks spread ever widening rings among the subcontractors whose orderbooks were thinned. Related industries started firing men, too.

For some men, the situation was very rough. But others hardly missed stride. They created their own jobs. Nevertheless, the unemployment seemed staggering.

That's well below the national average of 6 per cent.

But many of the men had been in the aerospace field and directly related businesses for 20 years.

Now that aerospace no longer wants them, they find nowhere else to go. Small ads in the newspapers state brutally, "No aerospace please" or "Aerospace do not qualify." Each week highly qualified men have to dig deeper in their savings to meet the grocery bills and the mortgages. Some have to sell their cars. Others fear they will be losing their home and living on the welfare rolls.

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