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Engineering student says

ROBERT HALSELL

Advanced aircraft will be needed in metropolitan areas in future

as the California coast and Great Lakes areas, predicted by 1980 to extend 400 miles and contain 0 per cent of U.S. population, are potential air transportation ohtmares.

Because of population center

Supermetropolitan areas such nature of the areas, however, dosenior who studied the problem mestic air passenger travel will feels the only way out of the dilemma is development of short be a necessity. But the very size and conges-

take-off and landing (STOL) aircraft and STOL-ports. tion of supermetro areas will Donald S. McAlister of Dallas work to encroach on space vital concluded in his report to Dr. to present air transportation.

An A&M aerospace engineering "there is now and will continue to

be a growing market for the STOL-port and intra-regional airport," the latter a massive center for long-range air transportation serviced by the STOL aircraft as short-haul transport.

To insure smooth traffic flow Charles A. Rodenberger that in such a system, McAlister said, federal agencies must establish a

plan.

In addition, government-sponsored research and development must be done on design and operation of STOL aircraft and

engineer added. McAlister said studies have aspects of current and projected

national transportation system shown that the higher-cost STOL air transport systems. He indiattracts more air travelers than conventional air transport, largely because it reduces door-to-door trip time.

The student, a Dallas Lake STOL-port planning," the student Highlands High School graduate, considered noise and air pollution

STOL-ports would help cut down individual vehicle travel to airports, a prime cause of air pollution Based on a survey of current STOL aircraft designs, McAlister

cated the population-centered

feels a high lift turbofan with externally blown flaps is the best design to serve the intra-regional airport system. It offers service at the least cost and lowest noise level.



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