

# Riddle: You'll hate reading it more than a telephone book

The Texas A&M University Libraries' heavily-used current telephone directories have been converted to microfiche.

Found at the reference desk in the newly combined humanities-social sciences area on the first floor of Evans Library, the service includes 360 telephone directories covering 245 metropolitan areas plus selected federal directories.

## Euthanasia talk planned

A Wednesday seminar on medical aspects of euthanasia will be presented by Great Issues at Texas A&M University.

The Memorial Student Center committee program is booked for 12 noon in Room 601 of the Rudder Tower. Admission is free.

Great Issues chairman Larry Briggs said the seminar will feature Dr. Michael Jamail, Dr. Phil Davis and Dr. Larry McCullough.

Most hardcopy directories were discarded with phonetic installation. Retained, however, were all Texas directories and large metropolitan directories that are heavily used, plus foreign directories not included in the service.

Conversion carries several benefits to users. Considerable handling of hardcopy directories and catalogs caused them to fall apart, dog-eared and often be unreadable at well-thumbed corners. Additionally, di-

rectories and catalogs will be more up-to-date and cost less.

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Banner weather

Recent winds have kept the flag flying near the System Administration Building on the east side of campus.

Battalion photo by Joan White

# Tower controllers busy

(Continued from page 1)

A CONTROLLER must prove himself when assigned to a tower. He enters with a GS-5, GS-7 or GS-9 rating, depending on past experience.

He must spend one year at his initial rating and one year at each subsequent rating until he completes a year at GS-9, when he becomes a journeyman controller. For example, a controller who begins at a GS-5 rating must work three years before he has attained enough experience to be considered a journeyman.

Holcomb, Smith and Rexer are all journeyman controllers. Since Easterwood Airport is a general aviation (unscheduled flights) airport except for Davis Airlines, Holcomb says he never knows when air traffic will be heavy.

"We are usually busiest between 9 a.m. and noon, and again from 3 p.m. to 5 p.m.," Holcomb said. "In the summer when it doesn't get dark until later, we usually have another busy period from 6:30 p.m. to dark."

However, since the air traffic is irregular, sometimes those peak times mean nothing, Holcomb emphasized. He said he has often seen heavy air traffic between 7 and 8 a.m., but on other days he has not worked a single plane in that same time period.

"TRAFFIC ranges from zero to over 100 planes per hour," he said. "It has peaked at 125 planes per hour before."

Because of the irregular traffic, the tower must be adequately staffed at all times in case traffic gets heavy. At 2 p.m. there was almost no activity, but in less than 30 minutes both controllers were chattering almost constantly into their headsets.

"We have to have the people here when the traffic comes," Holcomb said. "We never know when traffic will be heavy; it's whenever people decide to go flying, I guess."

At this point Rexer began to sequence three planes for landing. He ordered a plane approaching from the west to circle counterclockwise to allow two planes coming from the south to land.

"Circling is a standard procedure for sequencing," Holcomb said. "Now he must space them far enough apart to land them safely."

The first plane, a single-engine craft, landed within a minute, and was followed less than a minute later by a two-engine plane. The circling plane landed a few minutes later.

THERE ARE two approach and

departure procedures at Easterwood, Holcomb said.

"If pilots can clearly see other planes, they fly under VFR (visual flight rules)," Holcomb said. In this case the controller must sight each plane and sequence it.

If a pilot can not see other aircraft because of bad weather, he must fly under IFR (instrument flight rules), he added. Planes are sequenced by radio using each pilot's position report. Since these positions may be slightly inaccurate, the controller is required to space the planes farther apart than if he was operating under VFR.

"There is a funnel-like approach to each airport," Holcomb said. "Planes get closer to each other as they approach the airport. The white haze we have today blends with aircraft and hinders visual sighting."

Reduced visibility along with the variety of planes (and approach speeds) makes a radar desirable, Holcomb said, but that is not presently an FAA consideration.

EASTERWOOD'S tower is a level-two non-radar approach con-

trol facility, Holcomb said. The FAA rates towers on a scale of one to five, one being the lowest and five the highest-activity tower.

"When we begin to run enough traffic to be a level two facility we begin to need a radar," Holcomb said. In a radar facility, he said, controllers can begin to separate aircraft 20 to 30 miles away. A pilot can adjust his airspeed and altitude to follow the traffic flow.

At Easterwood, however, the controller must sight an aircraft or obtain a fairly accurate position report (in bad weather) before placing it in sequence. Although the radar method is not necessarily safer than the visual method, Holcomb explained, planes can be sequenced farther from the airport and thus airport efficiency can be increased.

Easterwood Airport has handled over 104,000 arrivals, departures and practice approaches in the last year, of which over 18,000 were instrument operations. On the average, the tower provides about 300 services every day. About 55 of these are instrument operations.

## Herman's Hermits still performing

United Press International BALTIMORE—Herman's Hermits became the idols of millions of teen-age girls in the 1960s with simple, sticky-sweet love songs like "Can't You Hear My Heartbeat" and, most famous of all, the non-sense tune, "I'm Henry VIII, I am."

After selling more than 40 million records during their heyday, the short drippy songs of the British group disappeared from radio for the most part in the early 1970s.

But the Hermits have kept on performing.

The Hermits have moved from packed auditoriums to smaller clubs or engagements such as a city-sponsored free outdoor concert in Baltimore's Hopkins Plaza. A 10-week summer tour included stops in Canada, New York, Vermont, Ohio, Indiana, Nevada, Colorado, and Maryland.

The fall from pop music stardom does not appear to bother the Hermits. Lead singer Carl Green, who started the band in the early '60s when the Hermits were aged about 16 to 18, said the group enjoys touring.

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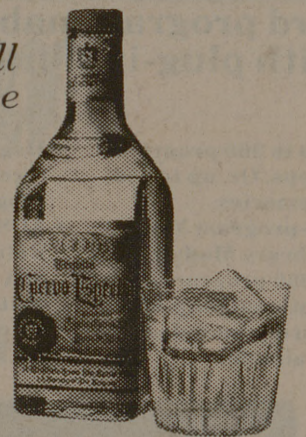


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