

Easterwood Airport expands for Aggies

By DIB WALDRIP
Reporter

Easterwood Airport is growing to meet the needs of the growing community, assistant manager Don Robinson says.

During home-game weekends, traffic at the airport increases a great deal. Former students and members of the press fly into Easterwood for the game.

Depending upon who the Aggies are playing, traffic at the airport increases from a low of 30 additional planes a day to a high of 200, he said. On such occasions the airport closes one of the runways and parks the extra planes there.

To accommodate the increasing demand, the runway will be extended about 6,200 to 7,000 feet. The longer runway will enable the airport to service larger planes.

New hangars also are being built to house the increasing number of privately owned planes at the airport.

Plans are being made to relocate and enlarge the terminal in the next three to five years, he said. In doing so, the airport possibly would attract a full-service airline.

Now, two commuter airlines in

College Station offer flights to and from Houston and Dallas — where connecting flights may be taken elsewhere.

Rio Airways flies to and from Dallas-Ft. Worth Regional Airport with connections and single ticketing available with Delta Air Lines.

Royale Airlines flies to and from Houston Intercontinental Airport with connections and single ticketing with several airlines.

Most of the larger airlines now offer a convenience service to their customers — single ticketing, which means only one ticket for the entire flight is purchased.

This removes some of the hassles of transferring flights.

Several local companies offer charter services, plane rentals and flight schools. The cost of chartering or renting a plane depends upon the size and speed of the plane, Robinson said. The prices vary from 70 cents per mile to \$1.10 per mile.

Licensed pilots can rent and fly planes owned by aviation companies here, Robinson said.

Three flight schools offer private pilot courses here, Robinson said. The cost of these programs average about \$2,500.

Business Executive of the Year: 'Success is not achievement'

By SARAH OATES
Staff Writer

By the age of 31, just four years after a stint in the Navy, Harold S. Hook was running a major insurance company.

Before he turned 40, he had been president of three such companies.

Success is a familiar word to the 50-year-old Hook, named Business Executive of the Year by the Texas A&M University College of Business Administration.

"I'm delighted," Hook said during a press conference Wednesday morning. "I'm glad I was chosen."

William Mobley, dean of the College of Business Administration, said the award is a way to recognize excellence in business leaders in Texas.

"Although he's not an Aggie, we certainly take great pride in claiming him as an honorary Aggie," Mobley said as he made the presentation.

Hook is chairman and chief executive officer of the American General Corp., a Houston-based insurance firm with assets of \$18 billion. It is the fourth largest shareholder-owned insurance group in the United States.



Harold S. Hook

Hook, a former chairman of the Houston Chamber of Commerce, also is known for developing Main Event Management, a group of nine integrated management systems, and MODEL-NETICS, a management lan-

guage.

MODEL-NETICS is a language of 151 symbols, symbols that stand for different management theories such as delegation, planning and control. Hook said the language was created to simplify management jargon.

"We try to create one universal language of management that allows everyone to understand things the same way," he said. "The power of the system is that the models go together to deal with all the problems of life."

To illustrate the system, Hook outlined what he termed the "seven ports." He said they represent the major areas of a person's life: job, health, community, family, church, recreation and self-development.

"The problem is you only have a 24-hour day to spend in one or more areas," he said. "The price you pay to achieve more in one area is devoting less to another. Usually, the price is some area of self-development."

Hook said the idea behind this 24-hour model is to develop the ability to do more in a given time.

"Most people think only about one port at a time," Hook said. "For example, you might think only about making more money without thinking of the trade-offs involved."

Hook said a person can use the model to see if he is happy with his job and if he is reaching his goals.

"Success is what you get from yourself," he said. "Achievement is enslavement to the expectations of others."

Hook advised business students to "get some idea of what success is, and decide what you want to achieve."

The Wall Street Transcript twice has named Hook the outstanding chief executive officer in the multi-line insurance industry. Hook also has received twice the chief executive officer award sponsored by Financial World magazine.

Reserve jets can serve as 'flying hospitals'

By MARK SPICER
Reporter

Airplanes in the Civil Reserve Air Fleet can be converted into "flying hospitals" for use in catastrophes or a large scale conventional war, according to a recent study by the Center for Strategic Technology at Texas A&M.

Dr. Dan Bragg, assistant director of the center, said the Civil Reserve Air Fleet contains about 320 aircraft. Most of those aircraft are jumbo jets (747s), but there also are DC-10s, L-1011s and a few DC-8s and 707s.

He said that although some airlines have not participated in the program, approximately two-thirds of the total U.S. fleet of jumbo jets used in airline service today are involved in the program. These jets can be called upon during emergencies.

"We have devised a plan with which at very small cost and very little trouble we can convert these airplanes to give a ... hospital atmosphere," Bragg said. "And at the same time, when the need is over with, the airplanes can be converted back to their normal role without

having to do any repair to them."

Bragg said the 747 will hold 180 patients with a maximum of 60 percent on litters (stretchers) and 40 percent who are able to walk.

He said the litters are arranged in tiers starting about six inches above the floor and going up approximately four and one-half feet. This allows the nursing crew to tend to the needs of the wounded with minimum difficulty.

"In the event of a catastrophe — like a big war — U.S. hospitals, particularly big city hospitals, already have agreements with the military

that they will designate a certain percentage of their beds to wounded military," Bragg said.

He said one of the problems the U.S. Air Force has encountered in program funding is dealing with commanders who are concerned with winning a war.

Bragg said the airplanes in CRAF partially are paid for by the military in the same manner many merchant ships are by the Maritime Administration for the Civil Merchant Fleet. The airlines also will be reimbursed for the actual cost of operating the airplanes, as well as the lost revenue

for not hauling passengers, he said.

The aircraft in CRAF actually will be operated by civilian crews, but there also will be a U.S. Air Force medical crew along with each one, Bragg said.

"Right now the only use we make of them is for maneuvers, like when we fly several divisions to Germany," Bragg said. "That's called a stage-one call-up."

"In the event of a war or emergency, we would have a stage-three call-up, which would involve commandeering all of the airplanes. They all would have to be available

at a certain point previously designated within 48 hours, with a crew with all their passports, clearances and shots — ready to go."

Bragg said CRAF was used during the Vietnam War to a limited extent to carry troops and wounded, but without the special equipment they have designed. He said the airplanes were simply stripped out and the wounded were placed on the floor.

"We hold human life in higher regard in this country than any other country in the world," Bragg said. "We want to do this to take care of our people."

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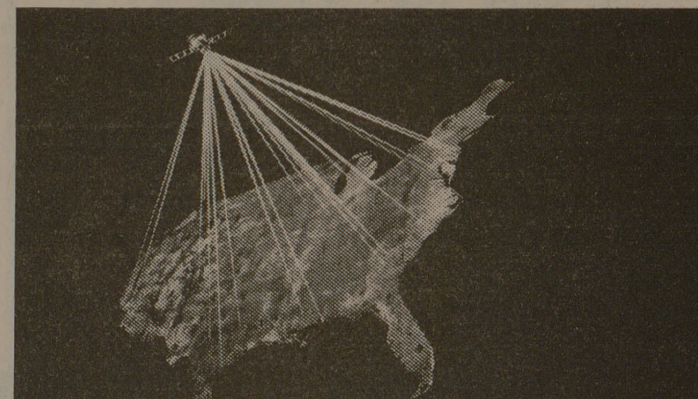
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