

WILD GOOSE ASSOCIATION

Minutes of the Twenty-ninth Meeting of the Board of Directors held 13 December 1977 at U.S. Coast Guard Headquarters, Washington, D.C.

The following were in attendance:

Ray Abraczinskas	Hank Hilbun
John M. Beukers	Vernon Johnson
Walter Dean	Edward McGann
Leo Fehlner	Jim Van Etten
Lloyd Higginbotham	Bahar Uttam

Absent from the meeting:

Arthur Pankopf
Richard Pasciuti
William Polhemus
Patrick Reynolds

Also in attendance:

J. Culbertson
W.J. Frederick

The meeting was brought to order by President John M. Beukers at 9:45 a.m.

1. The minutes of the 28th Board of Directors meeting was adopted on motion by Fehlner and seconded by Van Etten.
2. President's Report - As per agenda.
3. Secretary's Report - There was no report as the Secretary was not present at the meeting.
4. Treasurer's Report - Report attached

The balance in the treasury is \$1,513.44 with pending receipts of \$3,910.00. Details contained in the report.

ITT, Megapulse, Morrow have outstanding bills payable to the WGA as a consequence of expenses incurred during the 1977 Convention. Treasurer was asked to bill the organizations.

5. Past Convention Chairman's Report - Report attached.

Frederick provided the Board a 1977 Convention Budget Comparison (attached) which describes the projected and actual expenses incurred. His report on "Random Post-Convention Thoughts of An Ex-Convention Chairman" highlights some key issues to be considered by the new chairman. Special emphasis to be placed on handling of guests at banquets.

6. Current Convention Chairman's Report - Report attached.

The dates recommended for the '78 Convention are 18-20 October. The originally selected dates of 11-13 October conflicted with Yom Kippur. The Board approved the dates recommended by the Chairman.

Discussion on hotel location at New Orleans led to the conclusion that the convention chairman select a downtown hotel, (as opposed to an airport location hotel) such as the Grand. Hal Sherman is in the process of evaluating the various hotels in New Orleans.

Johnson requested guidelines from the Board as to the theme of the convention. Beukers suggested "Loran-C Comes to the Gulf".

Marchal
Beukers also suggested that Johnson consider offshore technology (oil exploration) as a possible theme for guest speakers. Bill Marshall at ONI had offered his services for Convention 78. Beukers suggested Johnson contact him as regards guest speakers.

Johnson asked the Board for guidelines for a convention chairman. Beukers stated that Johnson as convention chairman has the authority to make all decisions except get Board approval for expenditure of funds. Fehlner moved, and Higginbotham seconded, that Johnson be allowed \$500 for initial expenses for Convention 78. Motion approved.

7. Technical Papers Chairman's Report - Report attached.

Van Etten provided a copy of the call for papers announcement that will be sent out for Convention 78. The theme for the technical session is "Loran-C Update - 1978". Van Etten suggested the following schedule:

- | | |
|---------------------|----------------------------|
| • 1 April 1978 | Abstracts |
| • 1 May 1978 | Notification of Acceptance |
| • 10 September 1978 | Final papers |

This schedule will allow him to have the proceedings prior to the convention. Van Etten stated that ITT may be willing to do the printing in lieu of a cash contribution for Convention 78.

Culbertson pointed out that WGA may have trouble getting papers since PLANS 78 is scheduled for 4-7 November in

San Diego and they have a "Hyberbolic Systems" session. Prospective authors may be more likely to submit their papers to PLANS 78 based on PLANS 76 attendance.

8. ION Proposal for combining activities of IOA, WGA, etc.

President Beukers asked the Board for comments concerning the possible merger of the various organizations. Fehlner stated that he did not see any purpose served by a merger since the WGA has had a steady growth, and good convention attendance, and as a section of ION, WGA will not be able to maintain its character. Meetings might turn out sterile and with a drop in attendance. Furthermore, he felt that the activities of the ION are directed towards an "in-group" of members.

Higginbotham stated that since USAF and USCG activities in loran are slowing down, a point will be reached when the WGA would have served its goal. However, he raised the issue of the administrative problems if the WGA were a section of ION.

Fehlner stated that ^{ION} he had never seen the constitution and bylaws of the WGA and would be concerned of the possible conflict between the WGA and ION goals.

Johnson had a copy of the ION bylaws. They are a neutral organization and clearly state in the bylaws that ION members are not allowed to participate in any controversial or political matters. Furthermore, any correspondence has to be approved by ION council.

Van Etten pointed out that the WGA did debate the issue of the merger some time back and the general consensus was negative. Uttam pointed out that if the WGA can remain as an autonomous organization within the ION, there are advantages to be gained by the merger. Hilbun was skeptical of the ION proposing the merger since he felt that maybe they are losing their following and wanted to merge with other active organizations to improve their standing in the society.

Frederick did not see any advantage with the merger and pointed out the tremendous administrative problems that would have to be resolved.

Beukers, on recommendation from the Board, stated that he would write a letter to Russ Weaver (who is coordinating the exploratory discussion on the merger) that the WGA Board is apprehensive of the merger; however, they would like to continue discussions. Beukers appointed Hilbun to represent the WGA in further discussions with Russ Weaver and Brad Parkinson.

9. Nominations for Board appointments

Beukers asked the Board to recommend two Board members from the user community as per WGA bylaws. Bob Mauermann, President of Texas Gulf Shrimp Association, was mentioned as a possible candidate. Beukers tasked the Board and Dean as chairmen of Nomination Committee to formalize nominations by next meeting.

10. Executive Committee - No Report

Johnson gave the Constitution Committee report (attached) and named the members of his committee.

Higginbotham reported as chairman of the Membership Committee (report attached) and stated there are 411 paid up members, 95 members paid through 1976 and have gained 39 new members.

Dean as Chairman of the Historical Committee has coordinated an information gathering activity which includes Loran-D, Timing, Solid State Transmitters, CCZ, Low Cost Receivers, Communication, Land Users of Loran and the History of the WGA. He had Higginbotham, Roland, Fehlner, Mohin assisting him in various aspects of information gathering. He is planning on having all the information by the end of January 78.

⁷⁷
Awards Committee report was presented by chairman Fehlner. His report (attached) documented the awards presented at Convention (78) and listed the members of the committee. They are Graydon, McNeil, Culver and Ryan.

Nomination Committee - No activity.

11. Special Committee Reports

Congressional Liaison

Chairman McGann asked the Board for directions regarding the committee activities. Discussion regarding GPS/Loran merits led to President Beukers stating that he would include "WGA stand on GPS" on the agenda for the next board meeting.

FAA Certification

Chairman Pasciuti was not present at the meeting and no report was provided.

Loran-C Specification

Van Etten presented the report (attached) and stated that no progress has been made by the USCG with respect to publication of signal specification. Culbertson pointed out that other more pressing problems have dictated the specification being placed on a lower priority. Culbertson also stated that the format of the publication is not at this time and that the WGA characterization may be a viable first step. Beukers had drafted a letter to DOD expressing the WGA stand on the signal specification.

Spectrum Clearance - No Activity

Publicity - No activity

Radionavigation Journal

Uttam asked the Board for suggestions regarding the publication of the Journal by the next board meeting.

12. Other Business

Higginbotham stated that the Newsletter should be a separate function of the WGA and should have an Editor. Johnson will address the issue as far as the bylaws are concerned. Beukers appointed Abramczinski as the Editor once the bylaws are appropriately modified. Higginbotham will serve as interim Editor. *Ab. etc.*

McGann raised the following issues:

- WGA stand on RTCM
- WGA stand on new "1600 gross tons" rulemaking

McGann was asked to coordinate the WGA stand by the 13 January 78 deadline for receipt of comments to the Federal Register article.

Beukers asked the Board for comments regarding Adm. letter with respect to USCG officers in board position. It was decided to close the matter at this stage.

Wild Goose Association
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13. There being no other business, Uttam moved and seconded by Van Etten that the meeting be adjourned.

Motion approved and the meeting was adjourned at 12:37 p.m.

Respectfully Submitted,

Bahar Uttam
Acting Secretary

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WILD GOOSE ASSOCIATION

December 12, 1977

TO: SECRETARY, WILD GOOSE ASSOCIATION
FROM: CHAIRMAN, CONVENTION COMMITTEE
SUBJECT: COMMITTEE REPORT

The New Orleans '78 Convention Committee has been formed as follows:

Vern Johnson	Chairman
Murray Block	Golf Tournament
Eilena Roland	Administration
Hal Sherman	New Orleans Local Arrangements
Jim Van Etten	Technical Papers
(TBD)	Guest Speakers

1. Convention Date - Tentative selection is 11-13 October and is currently being used in negotiations with the candidate hotels. We have not had difficulty in identifying hotels that have suitable facilities and adequate rooms during this period; however, it must be recognized that mid-October falls in the peak tourist season in New Orleans and room rates are at the high end of the range. It would be necessary to move up to the first week of September or into August to escape the peak rates, which is considered inadvisable.
2. Related Event - None suitable for back-to-back consideration has yet been identified as scheduled in New Orleans during the Fall of '78. This includes complete search of the card file of coming events maintained at the Tourist and Convention Commission offices in New Orleans.
3. Candidate Hotels - Two locations are under consideration: (1) Downtown near the French Quarter, shopping and riverfront areas, and (2) Airport area, which is about 15 miles from downtown New Orleans. The trade-off

December 12, 1977

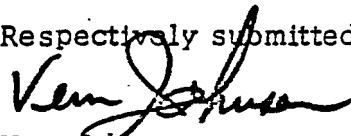
considerations are: room rates, which are higher downtown; meeting facilities, which may be better in the downtown hotels; and access to the tourist attractions of New Orleans, which is much better from a downtown location. A listing of the hotels under consideration follows:

<u>Hotel</u>	<u>Location</u>	<u>Room Rates per Day</u>	
		<u>Single</u>	<u>Double</u>
Marriott Hotel	Downtown - Canal & Chartres	\$58.00	\$68.00
Fairmont Hotel	Downtown - Canal & University	\$44-62	\$59-77
Grand Hotel	Downtown - Canal & Villere	\$28-32	\$36-40
Hilton Inn	Airport Area	\$26-43	\$36-53
Sheraton Inn	Airport Area	\$24.00	\$29.00

Each of the five candidates has submitted a proposal against our requirements and will block 100 rooms at the rates listed above and provide suitable meeting rooms and facilities. Hal Sherman is in the process of visiting and evaluating each of the five candidates, and will report his findings to the Chairman. It is anticipated that the evaluations and negotiations will be completed and a firm agreement executed with the selected hotel by mid-January.

Views of the Board concerning location, rates, and candidate hotels are solicited at this time for guidance in the hotel selection. Any leads or guidance on related events are also requested.

Respectively submitted,


Vern Johnson

cc: President, WGA
Convention Committee Members

WILD GOOSE ASSOCIATION
SEVENTH ANNUAL CONVENTION

CALL FOR PAPERS

The Wild Goose Association Seventh Annual Technical Symposium will be held in conjunction with the Annual Convention at the _____ Hotel, New Orleans, Louisiana, _____ October 1978. The overall theme of the Convention will be: "Loran-C Comes to the Gulf of Mexico".

The theme of the Technical Sessions will be "Loran-C Update - 1978" and will report on important current aspects of Loran-C Programs, Standards, Technologies, Applications and Problems.

You are invited to submit abstracts on subjects related to topics of current interest to prospective as well as established members of the Loran-C community.

Three (3) copies of one page abstracts should be sent to the following address by April 1, 1978:

Mr. James P. Van Etten
Technical Papers Chairman
ITT Avionics Division
390 Washington Avenue
Nutley, New Jersey 07110

Notification of acceptance may be expected by May 1, 1978 and papers in final form will be due by September 10, 1978.

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WILD GOOSE ASSOCIATION

December 12, 1977

TO: SECRETARY WILD GOOSE ASSOCIATION
FROM: CHAIRMAN, CONSTITUTION COMMITTEE
SUBJECT: COMMITTEE REPORT

The Constitution Committee has been formed for the 1977-78 term as follows:

Vern Johnson - Chairman
Leo Fehlner - Member
Jerry Zemlin - Member

The actions toward registration of the WGA emblem are proceeding. Power of Attorney to prosecute the application and associated transactions has been assigned to John R. Garber, Leonard B. Mackey, and George M. Murphy, members of the Bar of the State of New York. The Application for Registration has been executed by the WGA President and provided to John R. Garber with the necessary fees for filing. Total cost to WGA so far is \$85.00


Vern Johnson

cc: President, WGA
Constitution Committee Members



WILD GOOSE ASSOCIATION

13 December, 1977

Report of Membership Committee:

As of this date there are 411 paid up members. There are a total of 95 members paid up through 1976 ie., delinquent.

Since the convention we have gained 39 new members included in the numbers above.

I have included a dues notice in the December NEWSLETTER and will carry those paid through 1976 only with the December mailing unless their dues are brought up to date.

Respectfully

Lloyd D. Higginbotham
Lloyd D. Higginbotham

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WILD GOOSE ASSOCIATION

13 December 1977

Report of Awards Committee

The following awards were made on 13 October 1977 at the Annual Convention in Seattle:

Outstanding Service Award to William F. Roland for his outstanding service as Founding Member, Director, and Treasurer, and as Founder and Editor of the Journal.

Outstanding Service Award to Margery S. Weisberg for outstanding service during two years of computerized keeping of the membership records.

Best Paper Award to Robert H. Cassis, Jr. and Richard J. Adams for their paper, "An Operational Test and Evaluation of an Airborne Loran-C Navigator System."

Medal of Merit to Robert L. Frank with attached citation.

The awards above were approved unanimously by the Awards Committee.

In addition President Beukers awarded the President's Award with the approval of the Board to Paul R. Johannessen for his development of solid-state switches.

The Awards Committee members have agreed to serve for another year. They are Calvin Culver, James A. Graydon, William F. McNeil, and Stephen G. Ryan.

A handwritten signature in dark ink, appearing to read "Leo Fehlnner".

Leo Fehlnner
Chairman

**Citation on the Occasion of the
Award of the Medal of Merit of the
Wild Goose Association to
Robert L. Frank**

The Medal of Merit of the Wild Goose Association is awarded to Robert L. Frank in recognition of his significant and long-lasting contributions to the development and fostering of loran. Each of these contributions, which have occurred frequently since 1942, served to influence the evolution of radionavigation toward the Loran-C Radionavigation System, now operational over vast areas of the world.

As a young officer in the U. S. Naval Reserve, Mr. Frank quickly established a niche in the radionavigation field and was commended for his loran development efforts during World War II by Vice Admiral E. L. Cochrane, Chief of the Bureau of Ships. At the end of the war, Mr. Frank joined Sperry Gyroscope where he initially worked on Cyclan; and subsequently on Cytac, Loran-C and Loran-D. Mr. Frank's contributions have favorably influenced all facets of radionavigation technology. He participated in laboratory and field tests of Cyclan, during which time he brought about a number of improvements; namely, coherent pulse envelope detection, velocity aiding the envelope system, phase coding, multiple pulsing, and time multiplexing in receivers. These have been important factors in the success of Loran-C. Mr. Frank was responsible for system engineering and receiver development in the Cytac program, and then for system engineering of Sperry loran receivers, including the first transistorized receiver, AN/SPN-28, the first microcircuit receivers, AN/ARN-76 and -78, and Loran-D receiver AN/ARN-85. He has also been consultant on transmitters and other receiver developments. He directed the first underwater loran reception tests and contributed to the development of the first automatic notch filters and the first loran timing receiver.

Twenty-eight publications and twenty-three patents document Mr. Frank's involvement with loran, and clearly attest to the significant role he has played in the development of the Loran-C System of Radionavigation.

The Wild Goose Association believes that these many contributions, and Mr. Frank's devotion of his entire career to loran, have had, and will continue to have a most favorable effect on the success of Loran-C as a precision navigation system, and for this we are forever grateful to him.

Awarded this 13th day of October 1977.

John M. Beukers
President

Attachment

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WILD GOOSE ASSOCIATION

December 12, 1977

MEMORANDUM TO MR. W. POLHEMUS,
SECRETARY, W.G.A.

FROM: J. P. VAN ETTEN,
CHAIRMAN, LORAN-C SPECIFICATION COMMITTEE

SUBJECT: COMMITTEE REPORT, DECEMBER 12, 1977

The USCG has made essentially no progress during the last year with respect to publication of a Loran-C Signal Specification. I attribute this lack of progress to their lack of attention and this lack of attention to the low priority placed on this effort by the USCG.

The latest USCG commitment is to publish such a specification by May 1, 1978 per DOT letter to President, W.G.A., dated August 24, 1977. However, no effort has been applied toward meeting this commitment since receipt of that letter. APL (Leo Fehlner) was authorized to prepare a draft specification to the outline previously submitted but has not been able to do so because of higher priority projects at APL.

A draft letter was prepared to acknowledge DOT's letter of 24 August to WGA; this has not been sent and revision to strengthen WGA concern and suggest the alternative USCG endorsement of the WGA Signal Characterization until such time as the official Loran-C Signal Specification can be promulgated has now been prepared and provided to President Beukers.


J. P. VAN ETTEN

ATTACHMENT: Copy of Draft Letter

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WILD GOOSE ASSOCIATION

To: WGA Board of Directors

From: W. J. Frederick

Subj: Random Post-convention Thoughts Of An EX- Convention Chairman

The financial statement and post-convention accounting have been taken care of in other documents and it is my purpose here merely to set forth some observations and comments for possible consideration prior to making further convention plans.

1. In the future I would completely rule out "air packages". This year was conclusive proof that most people cannot plan far enough in advance to take advantage of them. When the conventions are held outside of the "Northeast Corridor" I would also go very slowly on the golf tournament. This year only two people expressed interest prior to the convention and one person at the convention.

2. I think the plan this year of having the board solicit industry for contributions was a good one and should be continued but I think that it should be done far enough in advance so that we know exactly what is in the pot before the convention.

3. Hotel reservations must be made well in advance and I feel that we are sure enough of an attendance of at least a hundred people that we should make a solid, cash commitment if necessary to hold the rooms right up to convention time. I've already talked with Vern Johnson about this and expressed my feelings about the hotel situation in New Orleans.

4. I would strongly recommend that you never again appoint a convention chairman who does not have office or plant facilities readily available to him. The secretarial and copying tasks alone dictate this course of action.

5. Future convention chairmen should be given very clear guidelines as to what the board needs to be consulted upon and what areas are his sole responsibility.

6. It occurred to me that pre-registration might have been worthwhile but post-convention reflection has convinced me that pre-registration might lighten the load a bit at convention time but will not materially affect problems such as luncheon and banquet attendance.

7. A great deal of advance thought and liaison must go into selecting the guest speaker. I don't feel that we have sufficient attendance to attract a name speaker and it is probable that the speaker should come from the Loran community. Expenses to borne by the association and the speaker's topic should both be agreed upon prior to finalizing his selection.

Post-Convention Report Continued (Page Two)

8. I strongly feel that some other arrangement must be found to accommodate banquet guests so that they will know in advance of registration if they are to be guests. This would not only avoid possible embarrassment but would eliminate a great many refunds and subsequent confusion. Perhaps it would be possible to tie this in to industry contributions on a pro-rated basis. As an example perhaps four guests could be allotted per hundred dollars contribution.

9. One thing that really didn't work at this most recent convention was the typing of nameplates. I had asked for a large typeface typewriter but obviously didn't get one. I think felt pens would have been preferable in any case.

10. My final recommendation would be that the convention chairman set up a short-term checking account so that he could handle all convention funds prior to, and during, the convention. This would include his paying the bills as they came up. This should in no way be construed as a criticism of the relations this year as Bill Roland was outstanding in offering help and cooperation at every opportunity. Never the less it would be much more convenient to have all convention funds and expenses channelled through one person, the chairman, so that he would have a complete picture at all times of how things are going and be in a fine position to take care of problems as they come up.

In closing I can honestly say that it was more work, but also more fun, than I thought it would be. Very educational. The comments I have received, and the finances, indicate that we had a successful convention. That pleases me. Without the outstanding cooperation of the Edgewater Inn and the members of the WGA Board it would have been a disaster. Without the understanding, encouragement, and support of Ed McGann it would have been someone else's problem.

Sincerely yours,


Warren J. Frederick
XX-WGA Convention Chairman

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WILD GOOSE ASSOCIATION

TREASURER'S REPORT

Previous Balance, 8/31/77

\$ 5,384.22

Transactions 9/1/77 to 11/17/77

Receipts

Dues	892.50
Tie Pins	90.00
Decals	5.50
Convention '76	51.00
Radionavigation Journal	133.50
Convention '77	<u>4,050.00</u>
	5,222.50

10,606.72

Expenses

Printing and Postage	86.95
Convention '76	772.51
Awards '77	69.02
Journal '77	4,553.00
Convention '77	3,526.80
Miscellaneous	<u>85.00</u>
	9,093.28

\$ 1,513.44

New Balance 11/17/77

\$ 1,513.44

Checkbook Balance 11/17/77

1,395.06
<u>118.00</u>
1,513.06

Submitted 12/13/77

Approved by the
Board of Directors

Bahar Uttam, Treasurer

W.L. Polhemus, Secretary

Pending Expenses

Print and Mail Proceeding
of Convention '77

\$ 700.00

Pending Receipts

Megapulse Convention '77 Banquet

240.00

Radionavigation Journal '77

Advertising income

4,130.00

ITT Avionics Div.

Convention '77 Banquet

240.00

Net Due

\$3,910.00

1977 CONVENTION BUDGET COMPARISON

	<u>Projected</u>	<u>Actual</u>	<u>Difference</u>
INCOME			
Registration	\$2000.00	\$2165.00	+\$165
Banquet	2250.00	1290.00	-\$960
Luncheon	750.00	600.00	-\$150
Industry Contribution	1500.00	250.00	-1250
TOTALS	\$6500.00	\$4305.00	-2195
EXPENDITURES			
Fish Expo Booth Expenses (estimated)	\$ 500.00	\$ 500.00	
Banquet	1500.00	792.36	-707.64
Luncheon	500.00	424.71	- 75.29
Secretarial Help	90.00	51.00	- 39.00
Band (Banquet)	350.00	250.00	-100.00
Coffee Breaks (3)	300.00	114.83	-185.17
Audio-Visual Rentals	100.00	-0-	-100.00
Cocktail Party	900.00	586.07	-313.93
Photographer	150.00	125.00	- 25.00
Printing (actual charges also include post.)	100.00	275.91	+175.91
Proceedings (estimated)	700.00	700.00	
Guest Speaker Expenses	100.00	136.50	+36.50
Miscellaneous Expenses	250.00	381.95	+131.95
TOTALS	\$5540.00	\$4322.33	-1217.67

NOTES:

Industry contributions not considered to be complete as it is expected that a survey of board members will yield more from this source.

The income above does not include income received from sale of proceedings, decals, journals, memberships, tie-tacks.

The banquet attendance was actually 86 but we had to pay for 95 due to the commitment to the hotel for 100 persons. 5% tolerance allowed.

The luncheon count was 80 persons but we paid for 83 lunches. Hotel could have charged us for 95 but didn't as they bent their rules to allow a very late update.

At the time the budget was made up it was thought that a good deal of the printing would be done gratis by industry. As a matter of convenience and expediency this was not done thus larger printing expenses were incurred than originally planned.

After the budget was made up it was decided to pay for the chairman's on-site expenses. This resulted in the larger expenditure noted in miscellaneous expenses.

Above figures do not include \$75.00 owed by Morrow Electronics for registration of three of their employees.

WILD GOOSE ASSOCIATION SIXTH ANNUAL CONVENTION FINANCIAL SUMMARY

INCOME

Registration (members) 97 @ \$20	\$1940.00
Registration (non-mem) 9 @ \$25	225.00
Dues (24 @ \$10)	240.00 ✓
Dues (Renewal 3 @ \$7.50)	22.50 ✓
Banquet (66 @ \$15) (IOUs for 32 more)	990.00
Luncheon (85 @ \$7.50)	637.50
Industry Contribution (Magnavox)	100.00
Journals (56 @ \$1)	56.00
Proceedings (17 @ \$3)	51.00
Tie-Tacs (27 @ \$3)	81.00
Decals (11 @ .50)	5.50
TOTAL	\$4348.50

Refunds (Banquet & Luncheon)	\$ 242.50
Reduced TOTAL	\$4106.00*

* Cash & Checks turned over to W.F. Roland in this amount.

Additional Income XXXXX

Megapulse owes for 16 Banquet seats	240.00
ITT owes for 16 Banquet seats	240.00
Morrow Electronics owes 3 regist.	75.00
Industry Cont. (Lear Siegler)	150.00
TOTAL	\$ 705.00

GRAND TOTAL \$4811.00**

**It is expected that other members of the Board have industry contributions which have not yet been received.

EXPENSES

Photographer	\$125.00
Kelly Girl	51.00
Orchestra	250.00
Gen. Lavelle's Room	113.84
Chairman's Expenses	178.41
Typewriter Rental	25.00
Wed. Cocktail Party	341.57
Thurs. Speaker Breakfast	85.80
Coffee Breaks (2)	114.83
Luncheon	424.71
Thurs. Cocktail Party	244.50
Banquet	792.36
Friday Speaker Breakfast	67.74
Flowers (Mrs. Lavelle)	22.66
Booth at Fish Expo (est.)	500.00
Pre-convention Postage	25.00
Pre-paid printing expenses	176.03
Remaining Printing expenses	99.88
Proceedings (estimated)	700.00

TOTAL \$4338.33

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Megapulse

8 Preston Ct
Bedford
Mass 01730
(617) 275-2010

December 15, 1977

Mr. John Beukers
Beukers Laboratories, Inc.
30 Orville Drive
Bohemia, New York 17716

Dear John,

Attached is a letter which I think is indicative of evolving world-wide interest in Loran. Certainly, I ask that this question of a Vancouver WGA chapter be an agenda item at our next meeting and I hope you will inform Mr. Salusbury directly if this does make the agenda. Perhaps, also an invitation to anyone in his area who might be in Washington at the time of our February meeting might be appropriate.

As two asides, perhaps other chapters in England, Norway, etc. could be appropriate. Also perhaps international members on our Board of Directors, even ex-officio and by correspondence, would strengthen and broaden the influence of the WGA.

Sincerely,

Edward L. McGann
Executive Vice President

ELM:lcp

Enclosures:

Ltr dtd 12/6/77 RS/ELM
Lte dtd 12/15/77 ELM/RS

*① Overseas representative
Committee*

ComDev Marine Ltd.**ComDev Marine**

1505 East Pender Street, Vancouver, British Columbia V5L 1V9 Telephone (604) 255-7366

December 6, 1977

Edward McGann, Esq.
Vice President
Megapulse Inc.
8 Preston Court
Bedford, Mass. 01730

Dear Ed:

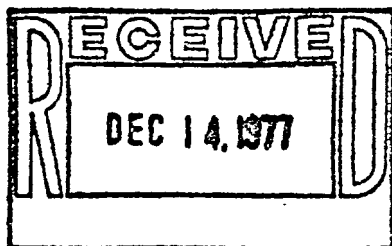
I have just put down the telephone from speaking with Loran oriented friends in the Ministry of Transport, and during the course of this conversation, was reminded of the difficulties involved in trying to keep all of the growing numbers of those who are interested in Loran, up-to-date with developments - which sometimes occur on a daily basis.

Even within the local offices of the Federal Government, one Loran practitioner may be totally ignorant of others facing similar problems.

It occurred to us that a local chapter of the Wild Goose Association might serve the purpose very well in Vancouver and I was figuratively detailed off to get in touch with you in your capacity as a Director of the Association, to see what the ground rules would be for a move in that direction, and for that matter, whether such a move would fit with the policy of the Association.

If you could pass this request on to whomever is more directly concerned, together with a request for the fullest possible reply, it would be very much appreciated.

Kindest regards, .



Robert Salusbury

December 15, 1977



Megapulse

8 Preston Ct
Bedford
Mass 01730
(617)275-2010


Mr. Robert Salusbury
Comdev Marine Ltd.
1505 East Pender Street
British Columbia V5L 1V9
Canada

Dear Bob,

Your interesting letter regarding the possible information of a Vancouver chapter of the WGA has been forwarded to John Beukers, the WGA President, with the request that this matter be put on the agenda for the next meeting which will be the second Tuesday of February 1978. (Unfortunately, I received your 6 December 1977 letter only today upon returning from yesterdays bi-monthly WGA national board meeting.)

In the meantime, please have my assurance that I believe the WGA will welcome this interest and, of course, I personally will do anything I can to provide whatever information that can answer specific questions. I can help to keep your information current and this interest high.

Sincerely,


Edward L. McGann
Executive Vice-President

cc: John Beukers

ELM:lcp

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JAN 30 1978



WILD GOOSE ASSOCIATION

January 25, 1978

Mr. John Beukers
Beukers Laboratories, Inc.
30 Orville Drive
Bohemia, New York 17716

Subject: General WGA Information and Some Priority Items

Dear John,

The following information is drawn from recent impressions in Washington —

- 1) Revised National Plan for Navigation (NPN) was signed by Secretary DOT on 17 January 1978 and is now ready for distribution. The attached note to Art Goldsmith requests copies thereof. The general overview of the NPN is now being supplemented by a specific Action Plan for Navigation with decision points etc. now being staffed thru USCG, FAA and DOT management. These two documents are intended to be the firm guidelines for DOT actions, responses and planning and hopefully will keep everyone in step and everything in the proper prospective.
- 2) From the DOT reorganization has evolved a new group — considered an Administration — named the Research and Special Projects Directorate with Acting Director Dr. John Fernsides. Captain Mohin, Dick Beam etc. will be within this group.
- 3) The Computer Science Corporation report entitled "Radio Navigation Systems Economic and Planning Analysis" dated 1977 and done for OTP (Max Polk) did indeed form the entire basis for the so-called "Federal Radio Navigation Plan" that was pushed out of OTP and up for the President of the U.S. signature, and finally came out of OMB for

3) (Continued)

comment with the above title. Copies of this report (CSC) will be obtained soon, however, it admittedly was nothing more than a large data base dump with little analysis before it became the FRNP. It is so badly done it will not withstand even the slightest real criticism. It appears now to be a very real source of embarrassment to OMB. Also the comments drawn from it and the GAO report at Congressman Milford's hearings (see Keith Bruhl report to you 30 September 1977) are now being very much modified. The GAO report is still being reviewed and objections being presented, but the OMB document was probably put to bed with the attached letter from DOT Secretary Adams to OMB Director McIntyre which is a nicely stated solid put-down. The GAO report could still cause trouble in that it is a "self initiated" effort and for some reason is headed toward the Executive Branch instead of Congress for whom GAO ostensibly works.

Our absence from the Congress, OMB, GAO scene has made this junk possible. I recommend we reinstitute regular visits.

- 4) The mid-continent coverage question is up for early Spring review at DOT/OMB. To muster support, I believe we should get together a presentation reviewing the progress since the 1974 NPN presentation and decision, and setting forth some of the promise of Loran from this point on. Also we must line-up state Government support, perhaps ERDA and appropriate Congressmen. To coordinate our push in concert with DOT, I suggest we get to meet Dr. Fernsides named above. Also we perhaps can support the Cost/Benefit Study being done by Carol Veranda and Bob Weisman of TSC. A demonstration of the Vehicle Location System now operating at DOT is possible for appropriate Congressional or State staff personnel.

Mr. John Beukers
January 25, 1978

Page 3.

- 5) Can WGA support ONI (Bill Marchal) and Helicopter Association in pushing FAA toward certification in return for their support of mid-continent effort.
- 6) Concur on your 7 January memo that power line control carrier EMI is going to be big problem, particularly in that we will be in opposition to the power/energy lobbies.
- 7) Let us not forget the CCZ questions regarding the Caribbean, North Slope, Hawaii etc.

Sincerely,



Edward L. McGann
Director

ELM:lcp

cc: K. Bruhl
R. Vanina

BOARD OF DIRECTORS

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WILD GOOSE ASSOCIATION

January 25, 1978

Dr. Arthur Goldsmith
Department of Transportation
2100 Second St. SW
Room 5306 — TST-49
Washington, DC 20590

Subject: Updated National Plan for Navigation

Dear Art,

It is my understanding that your updated version of the National Plan for Navigation was signed by Secretary in mid-January. The WGA extends our congratulations to you and all others concerned for their continuing contributions and effort in this area.

I would very much appreciate it if you would send a number of copies to me for use by the WGA members and those others to whom we serve as a source of information. Also the next two WGA meetings at DOT will be on 15 February and 11 April 1978, and if you care to come in and brief us on the revisions and your thoughts behind them, we would be most grateful. Just let me know if you can make it and I will get it on the agenda.

Sincerely,

A handwritten signature in cursive script, appearing to read "Edward L. McGann".

Edward L. McGann
Director

ELM:lcp



THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

JAN 17 1978

Honorable James T. McIntyre, Jr.
Director, Office of Management and Budget
Washington, D.C. 20503

Dear Jim:

Your letter of September 26, 1977, requested the Department's review and comments on a proposed Federal Radio Navigation System Plan (FRNSP) prepared by the Office of Telecommunications Policy (OTP). We welcome this opportunity and regret the delay in our response.

Before presenting more detailed comments, I would like to present some background on civil navigation matters so that our specific observations on the Plan can be considered in context.

As you know, the Department of Transportation (DOT) has basic responsibilities under its organic act and those of the U. S. Coast Guard and Federal Aviation Administration for insuring the safety of the Nation's transportation systems.

Because accurate and reliable navigation is a basic prerequisite to safety, DOT, of necessity, has become the principal provider and operator of the navigation systems needed by the aviation and marine modes. The FAA operates a number of short range navigation systems to meet various specific requirements of commercial and private aviation, the principal one being the VOR/TACAN system which is an integral part of the Federal airways system. It is used by both commercial and military aircraft as a "common system." Principally for marine transportation, the Coast Guard operates and maintains the Loran C system which was adopted in 1974 as the designated system for navigation in the Coastal Confluence Region. The Coast Guard also provides other navigation services and operates the very long-range OMEGA system on a reimbursable basis for the Department of Defense. Without describing further the various elements of the transportation navigation services provided by the Department for civil transportation users, suffice it to say, they are extensive and complex and are used in varying degrees by the military as well.

It is important to note, in this regard, that the various navigation systems operated by the Department have an outstanding performance record. By and large, they serve their intended purposes effectively in support of marine and air transportation. In most cases, the users of the system participated in the decisionmaking processes that led to their establishment. The Department receives few, if any, complaints about their adequacy but, rather, receives continuing demands for extensions of service. Key systems, such as FAA's VOR/TACAN system and the Instrument Landing System (ILS) have been accepted as international standards. Indeed, on VOR/TACAN, agreements reached under the auspices of the International Civil Aviation Organization (ICAO) call for that system to remain the international standard short range air navigation facility until 1985. From the Department's -- and the users -- points of view, therefore, there is no pressing operational or safety need for shifting reliance to a substitute, higher technology navigation system.

Also, to keep navigation programs in perspective, we must note that in the range of activities conducted by the Department, the provision of navigation services to the transportation industry is not a major budgetary item nor have they presented large Federal financing issues in recent years. The annual cost, for example, of operating and maintaining FAA's 923 VOR/TACAN facilities is about \$37 million per year, less than one percent of FAA's budget. The sunk investment in VOR/TACAN ground facilities (improvements to which are paid for through user charges) is some \$400 million. The users, both general and commercial aviation, have also invested some \$600 million dollars in the avionics equipment necessary to employ the various navigation systems operated by FAA. Clearly, for this reason alone, any proposal for a major change in the air navigation system will be of very substantial interest and concern to the industry. Similar factors apply in marine radio navigation.

Because of the importance of navigation systems to transportation, the costs they impose on the providers and users of the system, and the multiplicity of requirements which they meet, the Department in 1972 developed a "National Plan for Navigation" in collaboration with the Department of Defense. It has provided information on the status of existing systems, both civil and military, and has set forth in broad terms the navigation plans of DOT and other Federal agencies, including publicly available plans of DOD, for the future of existing systems and the implementation of new ones designed to meet new requirements or to employ improved technology.

It is my understanding that these plans, most recently updated in 1974, have served as the primary and official source document for the expression of navigation policy and plans affecting civil transportation. A new National Plan for Navigation, updating relevant information, was under preparation when I assumed office in January. It has now been fully coordinated and agreed to by Defense, Commerce, and NASA.

It includes a description of all existing navigation systems serving civil users and also describes in some detail the present status and potential of DOD's NAVSTAR General Purpose Satellite (GPS) Program, a description with which DOD has officially concurred. It is my intention to issue this new Plan shortly.

With this background, I will address more specifically the draft Federal Radio Navigation System Plan which you forwarded with your letter for the Department's comments. As you are perhaps aware, the FRNSP is based largely on an economic and planning analysis prepared by an outside contractor for the Office of Telecommunications Policy (OTP). OTP earlier this year sought and obtained comments from the Department on that study. The Department's experts in the navigation area found many deficiencies in the OTP contractor's analysis, many of which I understand remain uncorrected. Without dwelling on these technical shortcomings, clearly the overriding thrust of the FRNSP is that DOD's NAVSTAR GPS should become the future civil/military common system for navigation, and that navigation plans and programs should be designed in the future with this objective in mind. The proposed FRNSP presents extensive data which suggests that significant savings would accrue over time to both the Federal Government and to users as existing "duplicatory" systems are phased out and reliance is placed increasingly on the capability of NAVSTAR GPS. These potential advantages and savings are addressed in the National Navigation Plan which the Department will be issuing soon. The Department seriously questions, however, the proposition advanced in the draft FRNSP that all civil navigation planning should proceed on the assumption that NAVSTAR GPS will become a reality and will achieve its claimed capabilities within the time schedule suggested in the Plan.

The basic view of the Department is that it is simply premature to formulate a Federal Navigation System Plan predicated on the availability of DOD's NAVSTAR GPS. We base this view on the following considerations:

1. DOD's present schedule calls for making the key decision to move NAVSTAR GPS into full development in February, 1979. While representatives of the DOD are optimistic that a decision will be made to go forward with this system, that decision has not been reached. Its impact on military navigation system planning and funding will clearly be very substantial -- involving billions of dollars. The decision clearly must be reached primarily on the basis of Defense considerations as the impact on military navigation systems will be much more far-reaching than any potential impact on civil navigation systems. The major portion of the potential cost savings through reliance on NAVSTAR GPS and the elimination of existing or proposed systems and improvements would also, of course, be achieved in DOD. While we are confident

that DOD will assess all aspects and alternatives before reaching this major investment decision in 1979, recent testimony by the General Accounting Office before the House Subcommittee on Transportation, Aviation, and Weather indicated that as of that time no consensus had been reached within the Office of the Secretary of Defense or among the military services on navigation systems usage or the selection of systems for phase out or retention. Moreover, the GAO witness noted that DOD had "not yet established the cost benefits of NAVSTAR." Clearly these analyses must be accomplished before the February 1979 decision point. Meanwhile, it would appear premature to proceed with national navigation planning on the basis that these analyses will finally support an affirmative decision on moving forward with NAVSTAR GPS on the currently planned time schedule.

2. Technical issues concerning the availability of NAVSTAR for civil navigation purposes remain unsolved. It is DOT's understanding that the NAVSTAR satellite system will transmit two signals for navigation purposes, one of which would be highly accurate and secure and would be designed specifically to meet demanding military requirements. The "coarse" signal would provide less accurate navigation information and DOD has indicated that the signal will be available to all users. The navigation accuracy which this signal would furnish, however, is no better than, and in some cases less precise than, that provided by existing systems. There also has been continuing uncertainty as to whether the highly accurate signal can be made available on an assured basis to all civil users. Moreover, development work has not reached a point where a firm judgment can be made that equipment to receive and employ the satellite navigation signals can be produced and marketed at reasonable cost to the users. The DOD, FAA and the USCG are examining the technical problems involved and the potential for low cost receiver development, but this work is by no means far enough along to make firm decisions for planning or programming purposes.
3. The FRNSP assumption that NAVSTAR GPS could replace the VOR/TACAN system now used by civil aviation worldwide rests on questionable bases. Civil aviation navigation systems historically have been selected and developed in close collaboration with the aviation community, both nationally and internationally. Since the industry provides the financial resources for navigation investment through user charges and the Airport and Airways Trust Fund, it properly is consulted before major investment decisions are reached.

While the industry is aware generally of DOD's plans for NAVSTAR, that program is not far enough along to provide basic cost and technical data on which the industry could reach any judgment as to NAVSTAR potential as a replacement for existing air navigation systems. This point was effectively made by industry representatives in recent testimony and correspondence with Congressional Committees.

Moreover, any proposal that NAVSTAR GPS become the prime air navigation system for domestic and international aviation raises profound and complex issues which have not, to our knowledge, been fully explored. For example, VOR/TACAN has been approved as the international standard through 1985 after extensive negotiations. Whether the aviation community would ever agree to place reliance on what is basically a military navigation system operated by the DOD is an important, but unanswered issue.

Finally, the proposed use of NAVSTAR GPS by civil users presents exceptionally complex issues of allocating costs among civil and military users and how the capital and operating costs might be recovered from the various categories of civil users. In short, whether and how the aviation community would share the cost of NAVSTAR GPS, should it replace existing air navigation systems, are questions that must be fully addressed in consultation with users before any meaningful plan for civil use of NAVSTAR GPS can be developed. The user charge issue is especially complex as it would appear that major beneficiaries of this worldwide satellite navigation service would be foreign governments and users. Whether this extremely valuable benefit is to be furnished by DOD without charge or on some other basis to the peoples of the world is an issue which to our knowledge has not been addressed as a policy matter.

While we have these questions and reservations about the timing and assumptions of the draft FRNSP, the Department fully appreciates that NAVSTAR GPS could have an important impact on civil navigation planning. Both the FAA and the Coast Guard are working with DOD to follow developments on NAVSTAR GPS. We will also work with the civil transportation communities to better define navigation needs and to examine the potential which NAVSTAR GPS might have for meeting them. We are also carefully reviewing proposed improvements to the civil navigation systems which we operate to ensure that they will be cost effective over a time period consistent with the tentative schedules for NAVSTAR GPS deployment. We would be happy to make available to your staff and the Office of Telecommunications Policy any additional information they might require on the Department's current activities and investigations relating to the potential for civil use of NAVSTAR GPS.

Meanwhile, however, we presume that Defense will proceed in an orderly fashion towards its major decision point on NAVSTAR in early 1979. Depending on what that decision is and what steps are taken toward meeting the tentative schedule for NAVSTAR deployment, we will take appropriate steps to see that our civil navigation planning proceeds in a way that will assure that civil users will continue to receive navigation services required for safe and efficient transportation.

I am enclosing for your information and that of your staff copies of comments on the proposed FRNSP prepared by staff of the FAA and the USCG, as well as a copy of the "National Plan for Navigation" which the Department will soon issue.

Sincerely,

A handwritten signature in dark ink, appearing to read "B. Adams", enclosed within a circular scribble.

Brock Adams

Enclosures