

Year 1977
6 pp.



WILD GOOSE ASSOCIATION

NEWSLETTER

December 1977

Happy Holidays. - Another year has passed and the Goose remains active and healthy. Our sincere best wishes are the same for you and yours. May the coming holiday season be merry and the new year live up to your expectations and aspirations. Merry Christmas and Happy New Year from the WGA officers and directors.

ITEM. The WGA Convention was held in Seattle, Washington on the 12th, 13th and 14th of October. As you know there was considerable anxiety in moving the traditional east coast event to the west coast. Fears were unfounded as we had a most successful convention with participation of the user community. There were some new applications such as a loran system to provide monitoring of boats in Lake Pontchartrain to prevent bridge collisions. Captain Al Manning USCG gave status and problems of the West Coast system. It turns out there are holes in the coverage (see items on C.G. activities). I am unable, at this printing to forecast a publication date for the proceedings. However, any questions regarding them should be sent to Tom McCarty, John Hopkins University, APL, John Hopking Road, Laurel, Md. 20810 or call him at 301-953-7100 ext. 3074. - Thanks to Red Fredericks who did an outstanding job as convention chairman, also to Tom McCarty and Dan Panshin who co-hosted the technical sessions. Next year it will be held in New Orleans. Vern Johnson chairman and Jim Van Etten technical paper chairman.

ITEM. I have it on good authority that Wesmar is looking for a Loran C receiver design engineer. Anyone interested contact Western Marine Electronics, attn: Ms. Marcia Hardwick, 905 Dexter Ave. North, Box C 19074, Seattle, Wash. 98109. Telephone 206-285-2420.

USCG Activities.

ITEM. Captain Art Ladley (sp?) USCG Hqtrs. is the Loran C-Task Force coordinator and has provided the following information: Equipment has been installed at both Nantucket and Carolina Beach to provide dual rating of these stations which will eventually be tied into the new station going up at Seneca, N.Y. Some on air testing has been done and more will follow. They will be dual rating on 9930 (existing rate) and 9960. - The antenna is erected at Seneca, N.Y., the 1st production solid state transmitter will be delivered to them in mid-January and testing will begin in March. - Good news for the West Coast. Chart verification has been completed on west coast Loran C charts with the extensive aid of NOAA. Results are encouraging and corrections will be published shortly on medium and small scale charts. NOAA

advises that the errors are constant. - Discussions are proceeding with the Canadians to put another station on northern Vancouver Island which when tied in with Williams Lake will provide greatly improved coverage on both Dixon Entrance and the Straits of Juan de Fuca. - Hope to initiate procurement process for additional solid state transmitters in February.

ITEM. Personnel changes received from Bill Mooney:

LANTAREA Loran-C Operations - Effective August 1, 1977 Commander, Atlantic Area (COGARD) relieved Commander, Fifth Coast Guard District as officer in Operational Control for the East Coast Loran-C Chain. COMLANTAREA will also exercise operational control of the expansion Loran-C Chains as they are placed on-line. A Loran-C Branch has been established at LANTAREA and is currently located at Bldg. 110, on Governors Island. CDR Bill MOONEY is the Branch Chief, assisted by ENS Lou SKOUPA, CWO3 Bob HUNTER, ETCS George TATE and YN2 Darlene CARROLL. COCO for the East Coast Chain remains at LORSTA Carolina Beach and LT Steve FRANCIS occupies the job, having relieved CDR Phil KIES. If questions arise concerning Loran-C operations, feel free to call the Loran-C Branch, # 212-264-1272.

P.S. Effective 1 September 1977 the East Coast AIG for Loran-C Operations (8935) will be restructured and commercial users will be billed via collect Telex. There will probably also be a telephone information service, ala Omega, initiated in the near future to facilitate passing information about Loran C operations and the expansion.

ITEM. Thanks to Bill Roland for the following:

A recent Coast Guard Commandant Notice was released with the following info on the Loran-A Phase-Out:

"After 35 years of operation and service to the mariner and airman, major portions of the Loran-A radionavigation system, operated throughout the world by the Coast Guard and agencies of other Governments, will be discontinued on 31 December 1977. The general purpose Loran-A navigation coverage will be replaced by the coverage from the OMEGA system with the benefit that OMEGA is expected to provide coverage on a global scale, rather than the limited coverage offered by Loran-A. The Loran-C system is being provided for radionavigation in the U. S. Coastal Confluence Zone..... Loran-A serving the Coastal Confluence Zone will be phased out by mid-1980."

"U. S. provided Loran-A service will be discontinued as follows:

1. The Coast Guard will terminate the operation and support functions of Loran-A facilities in the following areas on 31 December 1977:

- MARSHALL ISLANDS
- MARIANA ISLANDS
- IOWA JIMA
- CAROLINE ISLANDS
- PHILIPPINES
- SPAIN

The Government of Japan will assume the Loran-A operation at Gesashi, Okinawa.

2. Domestic Loran-A service to Alaska, Hawaii, and West Coast areas of the U. S. is scheduled to end 30 June 1979.

Service to the East Coast, Gulf of Mexico and the Caribbean (West Indies) is schedules to end 30 June 1980."

Other news.

ITEM. Transportation Systems Center (TSC) Cambridge, Ma. is undertaking studies and experiments for the Coast Guard. One is VTS (Vessel Traffic Services) which will be used to determine if Loran C or other methods should be used for control of vessel traffic in harbor and harbor entrances. Specifically concerned with Valdez harbor in Alaska and San Francisco. The other study is OVTM (Offshore Vessel Traffic Monitoring). This study is similar to VTS except that it extends out to the 200 mile limit. TSC is also working state DOT's to provide loran service for such things as dispatch of police and emergency vehicles, road inventory and site registration. N. Y. state is scheduled to do a demonstration of these functions under the cognizance of TSC. - Thanks to fellow honker Joe LoVecchio.

ITEM. Dues:

1-617-494-2106

USCG 08738 HOWL R	145M (7)
CWO4 JAMES A. DOE	
USCG QTRS 12E-1	
GOVNORS IS.	
NEW YORK	10004

The number in the extreme upper right hand corner of your address label indicates your dues status. 1978 dues are due after 1 January.

Please send 1978 dues of \$7.50, if the above number does not read 8 or above, to Lloyd Higginbotham, Membership Chairman, 4 Townsend Rd., Acton, Ma. 01720. P.S. All of those with a 6 will be dropped from our mailing list unless payment is made before the next mailing.

ITEM. RETURNED MAIL - Apparently we have incorrect addresses for CWO-4 Ralph Howland, Marvin Siegal, Bill Butler and Robert Wengel. If anyone knows correct address please notify.

ITEM. The following tables were taken from the paper delivered by Dan Panshin at the WGA Convention:

Table 1. Estimated Number of U. S. Civilian
Marine Loran-A Users

User group	Estimated no. of Loran-A users (rounded to nearest hundred)
Commercial fishing	15,000
Marine commercial sportfishing	1,800
Merchant marine	500
Tug and towboat industry	300
Offshore petroleum service vessel industry	600
Marine recreation	32,000
Other Loran-A users	500
Total	50,700

Table 2. Users Who Intend to Switch to Loran-C

User Category	%		
	Yes	No	Don't Know
Commercial Fishing	94	1	5
Commercial Transportation	72	22	6
Marine Recreation	53	15	32

Table 3. When Users Intend to Switch

User Category	%			
	Early	Near Termination (+ 6 mo.)	Late	Don't Know
Commercial Fishing	50	37	9	4
Commercial Transportation	24	55	0	21
Marine Recreation	11	56	10	23

Loran-A users intend to use a wide variety of Loran-C sets (see Table 4). Most expect either to buy a fully automatic set or to use a receiver which is already owned, by switching an A/C combination set to the C mode or by sending a Loran-A set to the factory for conversion.

Table 4. Kind of Loran-C Sets Users Intend to Buy

User Category	%				
	Fully Automatic	A/C Combination	Manual C	A/C or Convert A Set (presently owned)	Don't Know
Commercial Fishing	35	15	15	38	2
Commercial Transportation	49	7	2	38	4
Marine Recreation	38	2	5	32	23

Commercial transportation users will buy fully automatic receivers. A large number already have A/C combination sets which they plan to gradually replace with fully automatic sets as their A/C sets wear out, unless government regulation forces an earlier switch. Among commercial fishing and recreational users, as many intend to use presently owned A/C combination sets or convert Loran-A sets as there are that intend to buy fully automatic receivers.

Summary

The community of U. S. Loran-A users is large and it is diversified in its marine activities. Loran-A users are also generally satisfied with the quality of navigational service they have been receiving.

Most Loran-A users are resigned to the change to Loran-C. Some are enthusiastic, a few are opposed. Nonetheless, Loran-A users have high expectations for Loran-C.

Users value Loran service highly, and therefore 77-98% of Loran-A users in the various groups who have made a decision plan to switch to Loran-C. Many users, however, plan to delay their switch until near the time of Loran-A termination, and the types of Loran-C receivers they plan to use are inconsistent with the navigational results they expect.

ITEM. (20 July 1977) Fred Karkalik, with Systems Control, Inc., Palo Alto, Ca., reports on the recent West Coast Loran-C demonstration.

A brief glimpse of the capabilities of the West Coast Loran-C chain was presented on 14 July 1977. The briefing and demonstration, conducted by the U. S. Coast Guard, centered about the San Francisco Harbor area. Representatives of the maritime, boating, electronics, and general public media were in attendance. The briefing described the Loran-C West Coast chain and compared the Loran-C coverage and accuracy with that of Loran-A. Two Loran-C receivers were used for the demonstration: one on-board a USCG HH-3 helicopter and one on-board a Chevron Tanker. Visitors flown on the helicopter from Treasure Island to the Tanker and return could observe the repeatability of T.D.s. The operation of Loran-C on-board the tanker was also described. Mr. George Grosskopf of the USCG 12th District, can be contacted for further information (415) 556-5831.

Lloyd D. Higginbotham