SECRET

182007Z MAY 73

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SUBJECT: AVIATION WEEK ARTICLE
REFERENCE AVIATION WEEK AND SPACE TECHNOLOGY, MAY 14, 1973, PAGE 51. THE PENULTIMATE PARAGRAPH UNDER THE COLUMN TITLED FILTER CENTER ANNOUNCES THAT THREE COMPANIES HAVE BEEN SELECTED TO STUDY A SATELLITE NAVIGATION-GUIDANCE-CONTROL SYSTEM WHICH COULD BE USED ON PHOTO AND ELINT SATELLITES. WE ARE CONCERNED OVER WHAT APPEARS TO BE A BLATANT DISREGARD OF NATIONAL POLICY AND WOULD LIKE AN EXPLANATION OF HOW THESE WORDS CAME TO APPEAR IN PRINT. OF SIGNIFICANCE, IN THIS INSTANCE, IS THAT NO OTHER APPLICATION IS INDICATED FOR THE PROPOSED CONTROL SYSTEM. REQUEST THAT YOU INVESTIGATE THIS MATTER WITH SAMSO AND REPORT FINDINGS TO US ALONG WITH ANY CORRECTIVE ACTIONS NECESSARY.

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WP-181/73
Clearance to Descend

Smith asked clearance to begin his descent, planning to cross Arrowhead at the programmed altitude of 14,000 ft.

"That's a little tough," Center replied, and cleared TWA 17 to descend and maintain Flight Level 240. The aircraft now turned direct to Arrowhead, about 313 mi. away, and the control-display unit indicated a course of 225 deg. to Arrowhead, with an estimated time of arrival of 0628 GMT. Altitude planned at the fix read 14,000 ft.

Smith again contacted the center, explaining that he was cleared to flight level 240, but had a program that called for crossing Arrowhead at 14,000 ft., if approved.

This was a different controller, and Smith described to him the Arrowhead STAR and the Runway 25L approach. The airplane was still about 200 mi. out when it was cleared to descend and maintain 18,000 ft. and contact Los Angeles Center on another frequency.

"What do you have the clearance or do you want it?" asked the next controller. He cleared TWA 17 for the Arrowhead approach, then asked: "You want Bassett at 7,000?" Answered in the affirmative, he told the flight to squawk 1100 and switch to center on 118.2 mc.

"Will you just intercept the localizer?" asked the next controller. Los Angeles could now be seen as a wide band of light in the night from about 50 mi.

Clearance for 10,000

Cleared out of 17,000 ft. for 10,000, the flight was told to squawk 0400.

"I haven't touched an aircraft control since first interrupting the R-Nav route," Smith pointed out to the flight deck personnel.

TWA 17 was now handed off to Los Angeles approach control on 124.9 mc., and asked to identify and maintain 7,000 ft.

"What are you doing tonight, TWA 17?" an approach controller asked.

Smith explained the Arrowhead STAR and R-Nav approach.

"Oh, outstanding," approach control replied.

The airplane made all crossing altitudes with no pilot intervention, and, close in on final, Smith abruptly switched off the R-Nav system and continued the approach and landing manually.

The Army engineer asked why he had done that.

"I like to fly," Smith replied.

(This is the first of two articles on the TWA R-Nav route evaluation. The second article will appear in a subsequent issue.)