

## films OF THE WEEK

Listing is for readers' information of new 16mm and 8mm films on science, engineering, medicine and agriculture for professional, student and general audiences. For further information on purchase, rental or free loan, write to distributor.

**THE SEA GULL.** 16mm, b&w or color, sound, 13½ min. Thousands of gulls come to the same Pacific islands every year to raise their young. Film shows selection of a nesting site, courtship display, nest-building and incubation. Nesting territories are fiercely defended and fledglings that trespass are attacked. The young that survive mature in four years and repeat the life cycle. Audience: junior high. Purchase b&w \$75 or color \$150 from Coronet Films, 65 E. South Water St., Chicago, Ill. 60601.

**COMBUSTION.** 16mm, color, sound, 16 min. Using combustion as an example of chemical change, film illustrates a number of fundamental chemical principles. Shows that new substances with properties different from the original substance are formed as a result of chemical change, and that in the case of combustion, these new substances incorporate oxygen atoms. Because oxygen has been combined with the burnt substance, the products of combustion weigh more than the material that was burnt. Audience: high school. Purchase \$190 from Film Associates, 11559 Santa Monica Blvd., Los Angeles, Calif. 90025.

The following films are among those which won 1968 Golden Eagle Awards from CINE, the Committee on International Nontheatrical Events. Golden Eagle Award films are used to represent the United States in foreign 16mm film festivals.

**SCIENTISTS IN THE SEA.** 16mm, color, 16 min. The story of the Navy's oceanographer-divers and shows how they are making significant contributions to greater understanding of the oceans. For information, write Oceanographer of the Navy, 732 N. Washington St., Alexandria, Va. 22314.

**SPACE NAVIGATION.** 16mm, color, 28 min. Describes how spaceships navigate. For information, write Graphic Films Corp. 916 N. Citrus Ave., Hollywood, Calif. 90038. (Sponsor: National Aeronautics and Space Administration.)

**TO SLEEP . . . PERCHANCE TO DREAM.** 16mm, b&w, 28 min. Shows what science is learning about us as we sleep and dream. For information, write Harold Mayer Productions, Inc., 250 W. 57th St., New York, N.Y. 10019. (Sponsor: National Educational Television.)

**TORNADO!** 16mm, color, 14½ min. The story of a typical midwestern city that lies in the path of a destructive tornado. For information, write Environmental Science Services Administration, 6010 Executive Blvd., Rockville, Md. 20852. (Sponsor: U.S. Dept. of Commerce.)

**THE CHALLENGE OF SIX BILLION.** 16mm, color, 27½ min. To meet the needs of the 6 billion persons on earth within 3 decades requires more water, food, power, and transportation. Shows how these requirements are being met in the U.S. and foreign countries. For information, write Reid H. Ray Film Industries, Inc., 2269 Ford Parkway, St. Paul, Minn. 55116. (Sponsor: Allis Chalmers Mfg. Co.)

**THE LASER: A LIGHT FANTASTIC.** 16mm, color, 21 min. This organized beam of light is already used in medicine, in measurement, in forming materials, and even in producing a new sort of 3-dimensional image. Most important uses are probably still to be discovered. For information, write Film Associates of California, 11559 Santa Monica Blvd., Los Angeles, Calif. 90025.

**OSTEOPOROSIS OF AGING.** 16mm, color, 17 min. A fully animated film designed to help the physician diagnose the process, determine its causes, and establish a course for treatment and prevention. For information, write Walter Landor & Associates, Pier Five, San Francisco, Calif. 94111. (Sponsor: Sandoz Pharmaceuticals.)

**PEOPLE AND PARTICLES.** 16mm, b&w, 28 min. Traces in cinema verite the work of a group of physicists preparing for an experiment at the Cambridge Electron Accelerator. For information, write Harvard Project Physics, Pierce Hall, Harvard University, Cambridge, Mass. 02138. (Sponsor: Harvard University.)

## LETTERS

# to the editor

### Airjam: a dissent

Sir:

The sum and substance of "Unjamming the Airways" (SN: 8/10, p. 131) is that airport-passenger delays are presently unavoidable, and we poor passengers will have to suffer until advanced technology straightens out the situation.

Nothing could be further from the truth. In reality, the jam at John F. Kennedy Airport is on the ground, not in the air. And the real reason for the delays is that the regulations have not been updated, and the finest surveillance system (the pilots' eyes) has been completely turned off.

The Airline Pilots Association and International Air Transport Association have worked diligently to restrict JFK to instrument rules operations only, in order to drive general aviation from JFK. Port of New York Authority has recently raised landing fees (illegally) to slam the door on general aviation. Then, another self-interested group dealt themselves in: the Professional Air Traffic Control Organization. This is the new union of air controllers who have stood patiently by while the airlines and their pilots have grabbed off the sky over New York.

They are now enforcing the existing regulations in the system. Separation minimums and controller loads are being assiduously observed. The result is the complete foul-up of schedules.

If the operations between midnight and six in the morning were deleted, JFK would not rank in the 10 busiest U.S. airports, and probably not in the first 25 busiest.

The pilot's "burden of calculating his position and reporting by radio to the controller" is not in use at JFK. New York Air Traffic Control Center has complete radar coverage of the area 200 miles around New York, and the en route traffic control in this area is

controlled and monitored from this center.

Additionally, JFK approach control has its own local radar which monitors and controls approaching and departing traffic.

Additionally, New York ARTCC has a large computer for processing IFR flight plans, and the radar answering device (transponder) has been in use since 1950. It is common to all airline operations. Also, many small twins in general aviation are transponder-equipped.

Additionally, distance measuring equipment has been common for some years.

In other words, the IFR pilot knows exactly where he is without reference to the controller, and the controller knows where the plane is without reference to the pilot.

J. Ralph Metz  
Metz Paper Co.  
Pawtucket, R.I.

### Credit due

Sir:

Your article (SN: 7/22, p. 606) generally reflects the present state of development in hydrostatic extrusion. However, it was rather embarrassing for me to see that your correspondent mentions only my name where semi-continuous hydrostatic extrusion is discussed. It should be made abundantly clear that Prof. J. M. Alexander and myself jointly hold the relevant patents and we both work, in close cooperation, on various aspects of the process.

I should be grateful if the matter could be corrected in some form.

B. Lengyel  
Department of Mechanical Engineering  
Imperial College of  
Science and Technology  
London  
(see Letters p. 280)

## SCIENCE NEWS

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