

Service

(Continued from 1-E)

Registration of interested students will be conducted in the near future at each school.

THE GROUP is presently seeking an adult coordinator who would work at the Community House weekdays (2:30 p.m.-5 p.m.) and Saturdays (8:30 a.m.-noon), and is conducting a survey of employers to determine their needs, according to Mrs. Fauver.

Adult and student representatives from each school who are serving on the employment office committee include Bloomfield Hills, Miss Mary White, counselor, and Pam Waggoner; Brookley River, Mrs. E. Len Keenan, assistant librarian, and Jim Dean and John O'Hara; Groves, Fred Baker, counselor, and Delores Magyar; Marian, Mrs. Louis Kestely; Mother's Club member, and Karen Kestely; Sealbom, Merrill Miller, counselor, and Bob Brown, Walter Field, assistant to the superintendent of schools, is the board of education representative serving on the committee, in addition to Mrs. Fauver, Mrs. Scuibb and Ouradnik, representing the Community House.

Page 5 THE RHAM ECCENTRIC S-A Thursday, April 12, 1962

Woman's Screams Foil Rape Attempt

SOUTHFIELD — His victim's screams and the prompt reaction of a Southfield couple early Tuesday morning apparently frustrated a man who had attempted to rape a woman, police reported today.

Mr. and Mrs. James Cooper, 2185 Van Buren, were awakened about 3:18 a.m. by the screams and rushed outside. They found the woman naked, huddled on the ground near her home. Her clothes were strewn on bushes and on the lawn.

No details were available regarding the woman's assailant.

Dr. Greenley to Speak

WEST BLOOMFIELD — Dr. Julian Greenley, director of science education for the Oakland County Board of Education, will speak at the Green School PTA meeting at 8 p.m. today. His topic is "Science in Orbit-Space."

Dr. Greenley will offer suggested methods of presentation and additional materials for the introduction of science into the classrooms of the elementary grades.

A brief business meeting including election of officers for the 1962-63 term will be conducted by Martin Lawrence, president. A brief explanation of the proposed school tax millage transfer will be given by Mrs. Julian Scott, PTA school board representative.

Airport

(Continued from 1-A)

determine, according to the county planning commission. While industrial development needs essentials like water, sewer, storm, electrical and gas facilities, it also must have adequate transportation access.

CONSIDERED GOOD possibilities for transportation are lands west of the proposed airport (Joslyn Road) for on-rail industrial sites and east (M-24 with access to Interstate 75) for off-rail industrial sites.

And considerable area south and southwest of the proposed site (Interstate 75 adjacent) according to Planning Chairman J. Robert F. Swanson, is ideal for industrial development without affecting the character of the county. Swanson said the county intends to begin studies in conjunction with those made by the Metropolitan Detroit Regional Planning Commission this summer or fall to establish the best areas for industrial development so there would be no encroachment on residential sections.

IF INDUSTRIAL areas are soundly planned and zoned, with the zoning enforced, according to the plan commission, they need not be subject to blight. However, under Michigan laws, the responsibility of adopting a plan and enacting and enforcing zoning is shared by the local units of government.

The county, says the plan commission, would be involved in zoning that affects height of buildings and controls smoke and other air pollution within the environs of the airport. Thus, it is felt that the best results in utilizing land for industrial as well as residential purposes would be accomplished through a "togetherness" between county and local government in planning the airport and its environs.

BIRMINGHAM City Planner William Brownfield feels that industrial development would occur between the proposed airport and surrounding residential areas and that it should be restricted to these limits.

As to the type of industrial development? Who knows? Brownfield believes the impact of development depends on the type of industries involved—whether a research center or a foundry, a chemical firm or a factory.

Development, he said, should be limited to the light or medium types which would be easier to plan, zone and control against possible blight and depreciation of land values.

WHILE AIRCRAFT noise and possible accidents would be contributing factors threatening residential land valuations and safety, they might rule out certain types of delicate manufacturing operations.

Impact of the airport itself on residential land is as uncertain as that of industrial development. Area of impact is dependent upon the design of the airport—particularly the layout of the runways which is in the hands of FAA.

The greatest effect, according to the plan commission, would be felt in those areas which fall in line with the centerlines of the major use runways. This effect, it is said, could extend some distance out from the end of the runway and for varying widths on each side of the center line.

THE MINIMUM runway length

for the proposed airport is two miles and the storage facility is expected to extend 2½ miles in each direction from the center of the airport.

At present, about 150 homes are located within the 3,000-acre parcel which would have to be removed. What about air traffic—the other major influence on the character of the county?

In addition to traffic from the smaller corporate type airports, there would be traffic from the Oakland jet airport as well as from Pontiac Municipal, Detroit, Metropolitan, Selfridge Air Force Base and Detroit City airports.

TOTAL FLIGHT operations (landings or take-offs) during 1961 at the various major airports were an estimated 110,000 at Pontiac; 161,612 at Metropolitan; 107,522 at Willow Run; and 164,955 at Detroit city which had a high total because it is used for training.

In addition, as of 1958, there were some 100,000 landings and take-offs per year at Selfridge. By 1975 (date projected for completion of the proposed Oakland airport), airline operations at Metropolitan and military operations at Selfridge are expected to double.

Thus, air traffic and the related safety factor become important considerations.

THESE CONSIDERATIONS, according to Harley Shottliff, air traffic supervisor in Michigan for FAA, are part of FAA's study in determining available air space and feasibility of a traffic routing system. Trimming off the technical jargon like clearance fixes, holding patterns, approach courses and stacking patterns, a traffic routing system boils down to an aerial system of highways and procedures designed to bring aircraft into an airport.

Fast routing systems, consisted of stacking planes vertically about 1,000 feet apart and flying holding patterns until signaled to descend to a new level and holding pattern. In this way each aircraft, when several were coming into an airport, waited for its clearance from the control tower to approach the airport.

HOWEVER, SHOTLIFF said stacking today is more of a rarity than a common occurrence because radar provides faster and safer

means of handling air traffic. Stacking patterns, with they are used, vary in diameter and length with the speed and altitude of aircraft.

Generally, said Shottliff, they are employed at altitudes of 4,000 to 9,000 feet for conventional type aircraft and of 15,000 to 22,000 feet for jet aircraft.

Location of stacking patterns falls between 13 and 20 miles from the airport site. But, Shottliff said, on rule-making and non-rule-making these stacking patterns could be set up as close as six miles from the airport depending on the facility's navigational aids, type of flying procedure and type of approach.

BIRMINGHAM is about 12 miles from the proposed Oakland site. Stacking patterns can and do shift (could vary from day to day), he said, depending on the direction of approach and weather conditions.

According to Shottliff, FAA considers air space a natural public resource available to everyone. This is why, he said, FAA thoroughly studies monthly public hearings at the airport site. But, Shottliff said, on rule-making and non-rule-making these stacking patterns could be set up as close as six miles from the airport depending on the facility's navigational aids, type of flying procedure and type of approach.

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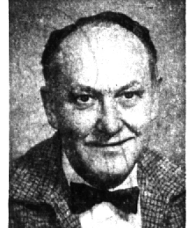
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