

SST program endures, says Boeing man

SEATTLE (AP)—A program to develop an American supersonic transport has never fully stopped, despite Congress' vote in 1971 to kill funds to continue a \$1 billion SST program, a Boeing Co. official says.

Holden Withington, the Boeing vice-president who ran the full-scale development program, said about 50 persons are continuing to refine SST engine and aerodynamic designs using government and Boeing money.

"We're working on the technology, and if it gets good enough, we want to be ready to go back into it again, but we won't unless it's economically feasible," Withington said.

"We've made a great deal of progress since we were canceled

out, but not enough to compete economically with the wide bodies, like the Boeing 747."

Withington also said that if the original SST design had been completed, it never would have gone into commercial production. The problem, he said, is that the SST has become a money loser.

The American SST was killed after an intense debate over whether it was environmentally safe and could avoid becoming an economic white elephant. The same concerns were raised this week in a Department of Transportation hearing on whether the British-French Concorde SST should be allowed to land in the United States.

At one time, some 13,000 persons worked nationwide on the

\$40 million American SST. It would have carried 298 persons up to 4,000 miles at 1,800 miles an hour—twice as many passengers as the Concorde at about 400 miles an hour faster.

Boeing, engine contractor General Electric and the U.S. government spent almost \$1 billion before more money for the project was denied.

Withington said that even if the project had survived, no commercial SSTs would have been produced.

"There is very little likelihood that we would have proposed to go into production with the SST," he said. "The design we were proposing in the 1970s would not have been economically feasible."

Boeing had planned to fly two titanium SSTs by 1972, and another \$200 million to \$300 million would have permitted that. But Arab oil producers began raising prices, and jet fuel—consumed twice as fast by an SST as a conventional jet—doubled and tripled in cost.

"The fuel prices didn't stay down, and the economics became more difficult. We no longer could compete," Withington said.

Using a carryover \$17 million federal contract and Boeing money, the handful of SST engineers have perfected an engine that makes economically practical the operations at slow speeds that were a problem with the original design, Withington said. It also cuts noise to

acceptable airport levels, he said.

"Neither improvement, nor the combination of both, can compensate the drastic change in fuel prices," he said. "We are still working, but it's not a major effort."

Withington said the federal money is now exhausted but the program is continuing with Boeing money.

He said it was a \$1 billion mistake to cancel the program so close to flying models. He said tremendous amounts of aerodynamic knowledge useful to subsonic jets were lost due to the cancellation.

"We could have favorably influenced the designs of other planes," he said. "It was important to the industry to do."

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Mac Court board

possibility of the board interfering with the athletic director's functional mobility, by making him answer to too many people. "If we hire professionals to do a job," he said, "let's give 'em advice, but let's stay out of their way."

Bernau responded to Hawk's final comments by saying he felt the capability of management

would not be affected, as the professional will still be making the decision. He said Mac Court, along with the EMU, was a unique example of a student-purchased building.

Following the vote favoring the proposal, both Chalmers and Bernau were relieved. "I am very pleased to see the approval," said

Chalmers. "This reflects both student and faculty interest in the idea."

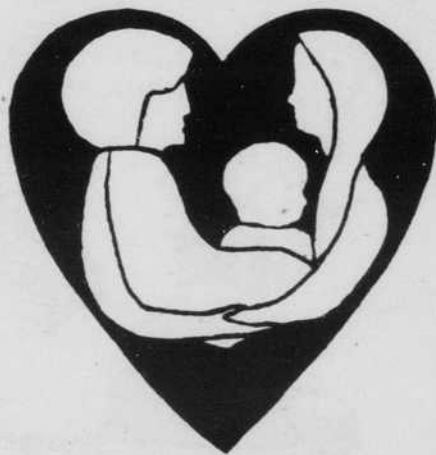
The victory will be somewhat short-lived, as, says Chalmers, "We have a lot of work to do before this comes up to the general faculty the 14th. We have many conversations with individual faculty members ahead of us."

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 5. open discussion core classes & 1-2 hr. group
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- Other organizations which hold meetings at the center and provide certain phases of family life education are: Operation Childbirth—in support of couples who must deliver their child by caesarean section.
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Irene Nielsen, R.N., M.S., C.N.M. certified nurse-midwife with emphasis on family life.
Linda Easton, M.A., doctoral candidate in Child Development.
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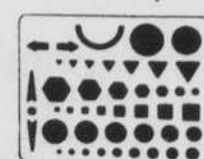
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