

2.22.08

CONTRAFLOW
Mr. Michael Woods

Michael,

Have at least two good sources for you under air traffic at MSY. One is a controller/manager who arrived day-two after hurricane; the other is air traffic technical services/manager who was there throughout the storm period. The later was responsible for protecting and later restoring all of the electronics and nav aids for the airport. A fascinating story. I hope you will consider including this element of air traffic control. Please give me a call.

Roland
Roland Herwig, FAA Aeronautical Center and
FAA Southwest Region Office of Communications
(Arkansas, Louisiana, New Mexico, Oklahoma, Texas)

Greetings Roland Herwig,

I am completing close to 2 1/2 years of independent research for a forthcoming book, in part paying homage to the many neighborhood responders as well emergency responders/facilitators who served in New Orleans during Katrina; a story void of blame, political agendas, media spins and racial stereotypes. Rather, what went right; and/or, what really went down through the eyes of those who were there. The book's working title is *CONTRAFLOW* and it will be written in a third-person narrative format.

To date, I have interviewed hundreds upon hundreds of survivors, rescuers, military, law enforcement officials, governmental officials, journalists, pilots, US&R teams, DMAT teams, other medical responders, host city volunteers, etc.; and have been able to piece together a remarkable timeline for the evacuation of Greater New Orleans. A finding that helps to show what it was really like at the "collection points" such as, I-10 & Causeway Blvd., I-10 & Elysian Field, I-610 & Paris Ave., UNO School of Business, Lakefront Airport, Chalmette HS, Chalmette Slip, Algiers Point Ferry Terminal, Morial Convention Center, Superdome/NO Arena Complex and probably the most strategic one of all, New Orleans Louis B. Armstrong Int'l Airport

I am now seeking the cooperation of the FAA. The events at Armstrong Airport during the first week of Katrina are a central part of my story; for at least a 1/3 of tens of thousands of the evacuees made it out aboard commercial airliners and military transport planes at this gateway to safety. Now I have a great

understanding what was happening inside the terminals. What I am specifically seeking from the FAA is to learn more about the air traffic controllers' experiences in the Armstrong Control Tower during the first week of Katrina.

I have already learned so much about what was happening in the airspace above New Orleans during that first week from CBP, USCG pilots, LANG Eagle Base commanders at the Superdome Heliport and the Kentucky and Oregon Air National Guard Combat Controllers. I have seen pictures on YouTube that show 10 helicopters at one time lined up beside Terminal D to off load. The FEMA/NDMS DMAT teams from California, Texas and Washington have educated me on what happened to those patients and evacuees once they stepped foot onto the tarmac.

I don't have any hard questions. I am just trying to tell an epic story from multiple points a view. I am also seeking available photos, footage and AARs for review; specifically, the aircraft movement figures (estimations) for the first week of September 2005. I would like to confirm what I believe: 1] that N.O. Armstrong Airport was the busiest airport/airspace (movements) in the world on September 2, 3 & 4; 2] that the inbound helicopter approach to MSY carried more aircraft than the reportedly world's busiest approach corridor Hartsfield-Jackson (ATL) Northeast Macey Arrival on September 2, 3 & 4.

I've read thousands upon thousands of pages of journals, testimonies, graphs and news accounts. However, since I am writing this story that highlights the human spirit. There is nothing better than an eyewitness testimony; who can tell me what they were feeling and thinking. Therefore, it would be great if I could tell this through the eyes of an air traffic controller who was there. I heard of a man named Frank Fouchi who road the storm out in the MSY Tower. However, I understand he is retired. I have spoken with Tower Chief Stan Massett, who explained to me that he was working out of the BTR Tower during this time. I do not know the names of the controllers who joined Mr. Fouchi not long after Katrina, but it would be great if I could speak with one of them in person.

My deadline for completing all research is February 29, 2008. I am not currently associated with any major publisher house. My goal is to launch *CONTRAFOW* this summer, forming a strategic partnership with a major book distributor.

Thank you,

Michael Woods

Researcher, Author, Publisher

MYKCO

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