

THE STATE OF UTAH,
AERONAUTICS COMMISSION,
Salt Lake City, January 27, 1960.

Hon. FRANK E. MOSS,
U.S. Senator,
Washington, D.C.

DEAR SENATOR MOSS: Your attention is drawn to the attached copy of a general aviation accident report form. Please note the instruction at the top and bottom of the page: "Administratively Restricted."

In 1957 the Utah delegation conducted a running battle with the Civil Aeronautics Administration and the Department of Commerce, with the result that policies and releases were supposed to be changed in that such accident report forms would be available to other agencies and departments such as our commission. To date we have never received one such report.

The lame excuse given for preventing these reports from being available to interested parties was that the inspector would be open to suit. We challenge this because, to our knowledge, no one has ever been sued for expressing an opinion. We have done it in our department for at least the past 11 years, and I am sure that Mr. Bergin, the former director, did not hesitate in expressing his opinion.

Certainly there is no national security involved, and it seems to me that this administratively restricted application is purely a Washington formulated policy which has absolutely no justification other than for further secrecy in the Federal Government, thereby denying the public facts, figures, and information to which it is entitled.

Although the CAA under the Department of Commerce is now the Federal Aviation Agency, these report forms are still being used.

If you can take action to secure releases of these accident report forms to our department, it would be greatly appreciated. As you can see from the attached form, the entire analysis of the accident is compiled in this part.

We believe the public is entitled to know the probable cause factor of any type of aircraft accident as quickly as possible. Naturally there are instances, such as those of a major airline catastrophe, where a very detailed analysis and investigation must be conducted by the Civil Aeronautics Board. However, that should have no bearing on the majority of accidents occurring in the light of general aviation classification.

Very truly yours,

HARLON W. BEMENT, *Director.*

FEDERAL AVIATION AGENCY,
Washington, D.C. March 8, 1960.

Hon. FRANK E. MOSS,
U.S. Senate,
Washington, D.C.

DEAR SENATOR MOSS: This is in further reference to your letter of February 8, 1960, addressed to Mr. Quesada, concerning the administratively restricted portion of our accident investigation report.