

There is a Government statistics book dealing with the whole broad range of information that might be of value to Government and industry. The individual with whom I talked pointed out to me that according to the statistics in 1 year, there were only a few commercial aircraft accidents, and that in the national flying, there were extraordinarily small numbers of lives lost, making it about one-tenth of 1 percent for every 100 million miles of traffic—or some such extraordinary figure—so that generally speaking, the record is quite commendable.

On the other hand, as you know, we discussed these near misses, in which I have been involved, and there is ample justification for our continuing our efforts to eliminate the occasional ones that do occur.

But my question is, how does our record compare with that of other countries? Was that discussed earlier?

General McKEE. Well, it is a matter of record, and without going into comparisons between any particular country, the record of the United States, civil aviation, is significantly better than any other country in the world, and we are, as a matter of fact, Mr. Thomas, what is the figure you have got?

I know it is significantly better, and I think the country has reason to be proud of our air traffic control system and the safety record, as regrettable as these accidents are, extraordinarily regrettable.

Mr. THOMAS. We get our information from the International Civil Aviation Organization which publishes comparable statistics to the ones that you just read, and if you look at the average of all the other countries, the accident record and the U.S. fatality rate is one-third or less of the international average. An individual country on any given year may have no accidents at all, have a perfect record, but if you look at the average number of all countries for the year, then we run significantly better. Some of them have a small volume of operations, and may go a year without any accidents at all, and therefore, have, on an individual basis, a better one.

General McKEE. I would like to say, Mr. Keith, that we are far from satisfied with that record, even though it is significantly better than any other country.

Mr. KEITH. I am far from satisfied, too, because not long ago, I was in a plane that had a near miss. I was disappointed that no information was made public at that time. Nevertheless, I still use the airlines, and I do so with great confidence—much more confidence than I have when I am driving to Washington to attend a session of Congress.

Did you furnish to the committee the number of midair collisions in recent years?

General McKEE. We promised to furnish that for the record.

Mr. O'CONNELL. Mr. Congressman, I submitted at the beginning of the afternoon session a summary of midair collisions since 1956, 1956 through 1967, number of various types of midair collisions and the total, divided up into classes, and then a summary of each individual accident involved, and they all have been submitted for the record.

Mr. KEITH. Thank you.

Thank you, Mr. Chairman.

The CHAIRMAN. Mr. Brown.

Mr. BROWN. Mr. Allen, on page 3 of your testimony, you listed the various parties at interest in the Asheville crash who were invited to participate in the investigation, and then you listed the assignment