

Mr. KAYNE. Thank you, Mr. Chairman. I will endeavor to do that. I am accompanied by Mr. Roys C. Jones, director, air traffic control department. I might state that Mr. Jones and I both are active pilots. We both are ex-air traffic controllers having spent some years with the Federal Aviation Agency and its predecessors before going with AOPA.

Also, Mr. Chairman, I wish to apologize for the fact that we were not able to furnish the committee with advance copies of our statement due to the short notice. We just finished them up Friday night or early Saturday morning. Somewhat to our embarrassment, I have just discovered that some of the copies that were made available here were improperly collated. I think we have a sufficient quantity so that if you do find a deficient copy, there are others available. We did find some that had a page missing or others with extra pages in them. I do apologize for that.

Mr. FRIEDEL. Be certain that the statement for the reporter is complete.

Mr. KAYNE. Yes, sir. I checked his first.

Mr. Chairman, before I started into AOPA's statement, I want to say that after listening to Captain Ruby's statement on behalf of the Air Line Pilots Association this morning, I think that Captain Ruby made a fine statement, and he made a number of points that emphasized the fact that all pilots, whether airline pilots or general aviation pilots, have safety as a common objective.

I want you to know that AOPA would support the majority of the statements made here by Captain Ruby this morning on behalf of the Air Line Pilots Association.

I am going to skip over the first part of my written testimony in the interest of expediency, which details the nature and scope of general aviation, how many airplanes we have, how many pilots and how many hours we fly, and how many airports we use. That will show in the record, I am sure. So I will just pass that, to help conserve time.

I would like to proceed to page 3 of our testimony. This deals with accidents and the safety record. This is a safety hearing.

General aviation last year suffered over 5,000 accidents, according to the figures of the CAB. We did want to point out that the so-called accident is something that causes \$300 or more worth of damage to the aircraft, and for airplanes that cost \$30,000 and upward quite frequently this is nothing more than a minor mishap that you could compare to a dented fender on an automobile.

It is quite true that, of the total number of accidents, we had 538 fatal accidents. These resulted in the deaths of 1,069 people. That included passengers and crew fatalities.

Frequently we do find the general aviation fatality record being compared with that of the airlines. But also quite frequently we find that the airline figure includes only passengers. It does not include crews, training flights, people killed on the ground and so on. So when you take the total figure for each, you will find, I believe, that the comparison is not a bad one.

The total general aviation rate for accidents in 1966 was roughly 25 per 100,000 flying hours. This is the best record to date for general aviation and compares with higher rates running up to 45 per 100,000 flying hours in 1951.