

Also, we have computed, based on the figures provided by the CAB, our fatality rate for each 100,000 flying hours, the number of people killed per 100,000 flying hours, and we find that for general aviation this again was at an alltime low in 1966 with 5.085 per 100,000 flying hours and was lower than the 5.323 of the U.S. scheduled airlines, based on CAB figures.

On pages 3 and 4 we detail some information about AOPA's training programs having to do with upgrade training of pilots in the courses we sponsor. That speaks for itself. To date we have trained over 18,000 pilots in these courses.

We made a number of recommendations to the Administrator of the Federal Aviation Administration, on August 23, just last week, dealing with prevention of collision. I want to review a few of those briefly for you here today, Mr. Chairman.

Over the years there have been a number of collisions between various combinations of airline, military, and general aviation traffic. These last two collisions brought what we think is undue emphasis on the general aviation-airliner type of collisions, although past history shows that this kind of collision has not been particularly disastrous to the airlines, prior to this time, with respect to passenger fatalities.

To think back, the most disastrous collisions that we have had have been between the airlines themselves. For example, the Grand Canyon and the New York collisions between TWA and United killed more people in each case than the last two collisions at Urbana and Hendersonville combined.

To review briefly, starting on page 6, our recommendations that we forwarded last week to the FAA Administrator, the first was to rigidly enforce present general standards for cockpit visibility and establish more detailed and definitive minimum standards for cockpit visibility for *all* civil aircraft.

I emphasize *all* because we are talking here not only of the new jets and the airline aircraft but also general aviation aircraft. We want to be able to see better out of the front of those airplanes.

Briefly, the background on this goes back a long time. I have attached as an annex to this statement a copy of a petition that AOPA filed with the Civil Aeronautics Board in March 1956 for the establishment of better cockpit visibility standards. To date we do not have those, Mr. Chairman. We have only general standards.

We make these recommendations in the face of a fairly substantial number of our aircraft today flying under IFR rules or under the control of the ground system, if you want to put it that way. Much of this is done in good weather. But regardless of how much of the traffic operates under the IFR rules, the great majority of flying is still done in VFR weather, and even the IFR flight plan traffic must fall back on visual observation of other traffic during certain phases of their operation.

Most States will not license an automobile that has an obstruction to the driver's vision. The District of Columbia, for example, goes so far as to reject a car that has any small decal or sticker on one of its windows, the windshield, or the rear window.

Yet the Federal Government continues to certificate aircraft with much higher speeds, with greatly reduced vision from within the cockpit.