

tional Airport in VFR conditions and land on the end of a cross runway that does not interfere at all with airline traffic, it does not cause any slowdown, it does not cause any congestion. We must remember that the tight point, the most difficult part of our whole system, comes when the weather is bad. This is when the air suddenly becomes crowded because the air traffic control system just can't handle the crowd of people who all want to land at the same airport.

When we talk about positive control we are talking about another thing and there is a lot of misconception as to that. There is no such a thing as air traffic controller. This controller on the ground is not running airplanes in the air like control line models. The controller on the ground is using systems like radar, which is one of his tools, to assist the pilot, to advise him of other traffic and to help him by setting up a program of flight and reserve airspace so that under bad instrument conditions he will have an insulation of airspace about him.

If you would try to put under all weather conditions all the airplanes that use the system right now, if every one who flies in general aviation at any one time filed instrument flight plans, our whole air traffic control system would totally collapse right now. And it will be years before this situation is better. This is why when you talk about positive control it sounds good if you say it fast, but if you really understand the problems we have with the congestion, with the frequency congestion, with the controller workload, you suddenly realize that positive control, that is to say, imposing instrument flight plans, instrument flight clearances and programs for all aircraft, even under the best of weather conditions, is simply a system impossibility and it will be for a long time to come.

My airplane is equipped to fly in all weather except ice and thunderstorms. Those are the two things I won't fly in. But in many parts of the country the people on the ground are not equipped to handle me with the equipment I have. There is an airport north of here called Friendship—I think you may have heard of it—

Mr. FRIEDEL. Yes, sir.

Mr. SMITH. They do not have the interrogation equipment to use my radar transponder. When I go to Friendship, and I am in there regularly, I have a \$4,000 instrument in my airplane that is valueless because they don't have the equipment that is needed to make it work. There are many other places that don't have the equipment.

A little while ago we heard Mr. Tipton recommend that every air carrier airport, as he calls it, should have a tower and ILS and a radar, and there has not been any discussion yet about what traffic volume is required before you should have all these things. Sure, it is great to have them. I would love to have all the radar help I can get. When I fly, as I did coast to coast last year three times, and to Florida nine times, and I have flown to Canada and Mexico, when I fly I use every aid I can get from the ground. I use the air traffic control centers as much as I can. But, it is surprising how often, when you get into the terminal areas, into New York, Chicago, even here in Washington, when you get in close, when the chips are down, where it is crowded, where the area is congested, suddenly the guy in the radar control tower will say, "Squawk, stand by." That means "Turn your transponder off," there are too many reinforced targets. They are cluttering up the radar scope.