

AVIATION SAFETY

TUESDAY, AUGUST 29, 1967

HOUSE OF REPRESENTATIVES,
SUBCOMMITTEE ON TRANSPORTATION AND AERONAUTICS,
COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,
Washington, D.C.

The subcommittee met at 10 a.m., pursuant to notice, in room 2123, Rayburn House Office Building, Hon. Samuel N. Friedel (chairman of the subcommittee) presiding.

Mr. FREIDEL. The subcommittee will be in order.

This is a continuation of the hearing on aviation safety.

Our first witness this morning will be our colleague from California, the Honorable Don Clausen. Please proceed Mr. Clausen.

STATEMENT OF HON. DON H. CLAUSEN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

Mr. CLAUSEN. Mr. Chairman, I want to take this opportunity to express my appreciation to you and the members of your subcommittee for holding these hearings on aviation safety and the problems relating to general and commercial aviation.

In order to be of maximum service to the committee, I should like to present a few thoughts that I have regarding the increasing airport crisis as it relates to aircraft accidents in this country.

As we discuss safety for aircraft, I will label my presentation here today as "An Aircraft Accident Prevention Plan."

I am taking the liberty of aiming my remarks and focusing attention on one of America's most pressing and, as yet, unpublicized problems—the growing crisis of airports, or lack of airports, in this Nation. Many will say that there are more important and more pressing problems facing America but I submit that unless something is done soon about this problem, air tragedies will increase in our country.

Recently, we were all shocked to learn of a midair collision which took the lives of Navy Secretary McNaughton and his family plus 79 others. To those of us familiar with this accident pattern, the regrettable fact is, that this accident and the many others like it, could have been prevented. We cannot long continue to disregard aviation and airport problems or relegate positive action to reaction each time an air tragedy occurs.

With every aspect of aviation growing at a fantastic rate, it is clear that what is needed most and needed now is an entirely new approach to our aviation problems. These problems, which I shall outline in more detail, are compounded by the fact that more people are flying—more planes take to the sky—and planes are being designed to carry far