

We for 10 years now have been working on an early retirement bill. We are now working with Senator Monroney and his staff, however, we are not making much progress.

There is no place for these people to go when they can no longer control traffic, there is no market for their skills.

Mr. KUYKENDALL. Mr. Burton, let me interrupt.

You know, back when I joined the Air Force, an old man of 28 could not even get into the Air Force. Anybody that was 25, could not go to the combat fighter plane. The only reason we did not have any pilots over 25, we didn't have any.

We later found out that the best fighter pilots we had in Korea were 35. Of course now 10 years later some of these guys are still fighting and they are 45 or 50.

Are you possibly overestimating the wearing out of these guys as they pass 45? I hate for guys that are approaching the age you and I are to admit they are too old to do something, sir.

Mr. BURTON. I don't think I am overestimating it. I think the psychological examination that the FAA was conducting turned up about 200. Mr. Hill can probably speak on that a little more accurately than I can.

We are dealing with the safety business. The fighter pilot is out to kill somebody and if he gets himself killed that is just another casualty, but when you have a jetliner with 125, 150 people, it is pretty serious business.

Mr. KUYKENDALL. I find it difficult to understand that a man is perfectly capable of flying at 55, but is not capable of helping direct the tower that is bringing the SST in. I will take your word for it.

A few years ago we thought of useful occupations and found out that that was only because the youth were in it. I hate to think about trying to do something about a business here when you are wearing somebody out when he is 43 years old.

Mr. BURTON. I have one more new bit of information that might throw some light on it.

Recently, Mr. Huntley narrated a program, "The Coming Revolution in Aviation." And he was interviewing a TWA pilot I believe it was and the TWA pilot stated, "I would rather have my job at the controller's salary than the controller's job at my salary."

And he was an overseas pilot making \$25,000 and \$30,000 per year because pressure on the controller is continuous for an 8-hour period.

Mr. KUYKENDALL. I know a lot of people would not want my job at my salary.

Mr. FRIEDEL. Any other questions?

Mr. Pickle?

Mr. PICKLE. No questions.

Mr. FRIEDEL. I want to thank you, Mr. Burton.

Mr. BURTON. Thank you.

(Mr. Burton's prepared statement follows:)

STATEMENT OF CLIFFORD P. BURTON, EXECUTIVE DIRECTOR, AIR TRAFFIC  
CONTROL ASSOCIATION

Mr. Chairman and members of the committee, my name is Clifford P. Burton and I hold the position of Executive Director of the Air Traffic Control Association, and I have with me Mr. Jim Hill, General Counsel of the Association. We appreciate very much the opportunity of testifying before this Committee