

First, I will address my comment to the problem of airline pilot training. Particularly, careful consideration should be given to the matter of pilot training in and around commercial airports. The tragic crash at New Orleans on March 30, 1967, demonstrated the need for new policies or, at the very least, a review of the present regulations for pilot training programs.

Last April—nearly a year ago—I suggested that several surplus Air Force bases could be converted into airline flight training fields. Existence of such training fields and regulations requiring their use could have averted most of the loss of life in the March 30, 1967, crash.

There is a small but definable possibility that any takeoff or landing will result in an emergency. But when emergency situations are created aboard the aircraft for training purposes, the probability of a mishap on that flight is increased.

It seems to me that the use of surplus airbases in low-density population areas could present every weather and runway condition needed. Such fields would not have to handle 100-percent training flights, but they certainly would minimize the hazard involved with those flights in which takeoff and landing abnormalities are simulated.

I also think it is important to encourage a greater use of ground simulators. United Air Lines maintains an extensive ground simulator training program at Stapleton Airport in Denver. I am personally familiar with the work which United is doing there and I think it is important and necessary to continue this type of training for airline pilots. However, it may always be necessary to provide some inflight training and, with this fact in mind, I called to the attention of the Federal Aviation Administration my suggestion that surplus airbases be converted into training centers.

I received a very favorable reply from the FAA on this suggestion and I am including, as exhibit A, the reply from William F. McKee as a part of this statement. I hope that the committee will give careful consideration to the possibility of working with the FAA in establishing flight training centers at surplus bases, particularly in view of the favorable response I have had on this suggestion from the FAA.

The second area of aviation safety with which I am concerned is the area of private-aircraft operations. It has become evident that the filing of flight plans prior to cross-country flights is a must, if rescue operations are to be effective, and yet pilots are not now required to file them.

In the State of Colorado there have been nearly 150 crashes of private aircraft in the last 25 years. The situation is particularly tragic in Colorado because many of these pilots do not fully realize the problems connected with flying in a mountainous terrain and the constantly changing weather conditions over the mountains.

On March 17, 1968, the Denver Post published an article by Mr. Ed Mack Miller, a flight instructor for United Air Lines Flight Training Center in Denver. Mr. Miller has done an excellent job in outlining the problems faced by the private pilot over Colorado and has made several suggestions on what steps should be taken to provide more adequate training and regulations for private pilots.

I have submitted, as exhibit B, a copy of the article, in the hope that the members of the committee will have an opportunity to review it and consider some of the suggestions it holds out.