

EXHIBIT A

DEPARTMENT OF TRANSPORTATION,
FEDERAL AVIATION ADMINISTRATION,
Washington, D.C., May 5, 1967.

Hon. DONALD G. BROTZMAN,
House of Representatives,
Washington, D.C.

DEAR MR. BROTZMAN: Thank you for your letter of April 7, 1967, suggesting means of enhancing safety in airline pilot training.

We support and are working toward both your proposals, namely, (1) accomplishing as much training in simulators as available equipment and the state of the art will permit, and (2) utilizing military surplus and noncongested airports for training.

Examples of where such airports are and will be used follows:

1. Pease Air Force Base, Portsmouth, N.H.
2. Grant County Airport, Moses Lake, Washington (formerly Larsen AFB)
3. James Connally AFB, Waco, Texas.
4. Palmdale Product Flight Test Installation (USAF Plant No. 2), Palmdale, California
5. Peconic River, Calverton, N.Y. (USN facility leased to Grumman Aircraft Co.)
6. Mid Continent International Airport, Kansas City, Mo.
7. Barnes Municipal Airport, Westfield, Mass.
8. Otis AFB, Falmouth, Mass.
9. Caldwell-Wright, Caldwell, N.J.
10. Atlantic City Municipal Airport, Atlantic City, N.J.
11. Dulles International Airport, Chantilly, Va.
12. Walker Air Force Base, Roswell, New Mexico

To stimulate more effort toward these objectives we have met with representatives of the airlines and airline pilot associations and internally the FAA is channeling efforts toward optimum use of not only these airports but other airports with relatively lower populated areas.

We have been working with the Department of Defense and the airlines on the problem of using surplus bases for airline training.

The most successful example is Larsen AFB (now Grant County Airport, Moses Lake, Washington) which is jointly financed by a manufacturer, airlines, FAA and local government. Work is now underway with regard to possible use of Walker AFB, Roswell, New Mexico.

At the present time, much of the training is accomplished at remote airports although the aircraft and crews are based at large city airports. For example, in the Denver area, training flights are dispersed to Colorado Springs, Pueblo, Casper, Cheyenne, and other airports in the area.

In the meantime, we are working with the airlines and pilot groups to provide additional safeguards for the protection of persons on the ground and aircraft crews when performing necessary training maneuvers. As a longer range solution, we are urging maximum use of current simulators and the development of more realistic simulators to reduce air training time.

I think our efforts are very much in line with your suggestions which are appreciated and we will welcome others.

Sincerely,

WILLIAM F. McKEE, *Administrator.*

EXHIBIT B

[From the Denver Post, March 17, 1968]

HOW WE CAN STOP "MURDER IN THE MOUNTAINS"

(By Ed Mack Miller¹)

Several years ago, a 43-year-old businessman flying a light plane left Tuscon on a January day for Denver. In midafternoon, he called Trinidad radio and reported his position as near Alamosa. A few minutes later he called back and said

¹ Ed Mack Miller is a flight instructor for United Air Lines Flight Training Center in Denver and is part owner of a private flight instruction school, Aero Training Academy, in Denver.