Thus, we have seen the users of our skies divided into the two separate camps of commercial aviation and general aviation.

This is a regrettable circumstance and overshadows the fact that we are all striving for what is best for the country. We should approach the problem in that spirit.

It is patently obvious that both commercial aviation, with 2 percent of all aircraft, and general aviation, with 98 percent of all aircraft, make substantial contributions to the commerce and mobility of our Nation.

It is also a fact, albeit unrecognized, that there is no appreciable difference in the fatality rates of private and commercial aircraft on a per-hour basis.

Certainly, both interests must be recognized and the differences reconciled. In doing so, we must act with reason and with the interests of the American people as the ultimate consideration.

With this preface, I would make the following observations:

1. It has been proposed that private and commercial aircraft be segregated at our busiest airports. I would join in the spirit of this proposal but would alter it by proposing segregation based on the relative speeds of aircraft.

It seems to me to be too clear for argument that a jet passenger liner with a cruise speed of 500 or 600 miles per hour has no business in the same traffic pattern with an aircraft with a cruising speed of 150 miles per hour or vice versa. I have no desire to be in either aircraft under such circumstances.

Of course, where such segregation of traffic is effected, ample provision must be made in the terminal area for all categories of aircraft.

Of course, this would meet the objection of the Aircraft Owners and Pilots Association to the effect that private aviation should not be deprived of the use of airports because all such airports are built with tax dollars.

No such segregation is either necessary or desirable at the vast majority of our airports because the volume of traffic at them allows for more spacing between the aircraft.

2. I would urge the Congress to undertake a crash program of installing radar facilities at all airports used by jet traffic, particularly passenger airlines.

Unquestionably, radar is the most effective safety item in aviation today. Without it, the only anticollision method available, both to the jetliner and the Piper Cub—and it has been that way ever since the Piper Cub—is the rule of seeing and being seen—a method limited to the capacities of the human eye.

This is not adequate because we are involved in a situation where the capabilities of the machine far exceed the capabilities of man.

To illustrate, on a headon collision course with a jet aircraft traveling 600 miles per hour, a typical propeller-driven aircraft—and I am referring to my own—will close with it at the rate of 775 miles per hour or 1,137 feet per second.

From 3 miles apart, the closure will take about 14 seconds. If the two pilots are lucky enough to see each other at this distance, the chances are that their eyes will be unable to perceive the relative position and course of each other until they are much closer together.

By that time, the chances are that neither of them will be able to take effective evasive action.