

The development of anticollision devices will represent progress but we can easily be misled by the amount of progress which they will represent.

The primary collision danger is at and near airports. At a busy airport, the aircraft are of necessity in close proximity to each other.

Because of such close proximity and the limitations on the man flying the airplane, the value of an anticollision system is, therefore, minimized.

Apart from the specific action which can be taken to reduce collisions, it is my judgment that holders of pilot certificates should be required to renew them periodically.

For reasons which are apparent, this is required in most States in the case of a license to operate an automobile.

A pilot's certificate is now issued for life, subject only to passing a periodic medical examination. The same considerations which made this advisable in the case of an automobile are multiplied many times over in the case of an airplane.

The Federal Aviation Agency recently has proposed that certain areas of the country be designated as high-density traffic areas. All the aircraft entering such areas would be under positive control and the pilot be required to follow instrument flight rules.

I take this to mean that the pilot would have to hold an instrument ticket or instrument rating when entering such an area.

I agree with the philosophy behind the proposal but I disagree with the requirement that the pilot be required to hold the IFR ticket. There are hundreds of pilots—and perhaps I should have said thousands—who hold a private license and who are safety conscious to the point that they do not desire to get an instrument ticket simply because it would permit them to fly legally in adverse weather conditions.

These are pilots who are qualified to get the rating but do not want the problem of temptation when weather conditions make flying much more hazardous.

It does not seem that a requirement that all pilots obtain an instrument rating in order to fly in certain parts of our country would promote the cause of safety.

It has been an honor and pleasure to appear before you today.

Gentlemen, that completes my remarks. As I say, I do not profess to be the expert. These are the views of a layman.

Mr. FRIEDEL. I want to thank you for your very fine statement and the spirit of your testimony.

I do not have any questions.

Mr. DEVINE. I have a couple of questions. I would first like to correct the record.

My colleague from South Carolina indicated I am a pilot. I am not a pilot, although I am in the air a good bit of the time.

I would like to compliment you for presenting your views in this matter as an attorney-pilot.

On page 3 of your statement you say you would urge the installation of radar facilities at all airports used by jet traffic particularly passenger airliners.

Are there a great number of airports that do service jet passenger aircraft that do not have radar at the present time?