

their job could be demonstrated physiologically and psychologically as great, if not greater than, the exigencies of the cockpit.

In any event, because of that these men are burning out and I shall say by age 40 most of them feel they are becoming too brittle to handle the frontline jobs at the high-density areas because of the pressures day after day. There should be some study made and effective limitation placed upon the number of hours a controller is allowed to work by law.

I shall report just as an example, just very recently as I flew into St. Louis to pick up some controllers to take them to Florida, I was told a man named Tyson, 32 years old, died of a heart attack.

He had just had a physical and was told he was in excellent health. Statistically, as you may know, heart attacks with people of this age—and I will be sensitive about it since I am not much beyond that—are very uncommon.

The warm bodies that are being herded in to fill the empty spaces in air traffic control, simply because qualified personnel cannot be had, requiring the overtime, are going to put the Nation in serious trouble when they graduate to the frontline and the controllers who are now just barely meeting the stress of the system are either retired or gone for some other reason.

The controllers who formed this organization and who lead it state very frankly that people are now being pushed up through the ranks who do not have the necessary speed or independence of judgment to perform this very delicate task. They are being carried simply because there is no convenient or practical way for controllers to wash one another out.

We think, therefore, a system of checking such as is used on professional pilots is appropriate to the business of air traffic control. That is to say, if one were to bring a frontline controller, a highly qualified man from one facility to another to run periodic checks on the individual controllers operating in their positions and to flunk them if they can't handle it before they demonstrate their incompetence by smashing two airplanes together, that a substantial burden would be taken from those who are now carrying people who cannot carry the responsibility.

The air traffic controller, in our judgment, is a man who should know much more about the business of flying than he now does.

There is a story that is often pushed around that an air traffic controller is by and large a pilot. I do not believe this is so. A few are; many, many are not.

I noticed from reading the report of the testimony of another witness in the Chicago area some controllers said they would not fly because they could see on their radar what the inherent dangers are.

I don't think this is so and I think in the future the Government is going to have to require the air traffic controller to be a person who received formal education in the business of air traffic control at a university and I understand some of these are under study but none are available, that he be at least a private pilot with an instrument rating and more important, that he periodically spend time in the air.

I have suggested that the air traffic controller is many times flying the airplane and I think this can be suitably demonstrated by describing a typical flight.