

quest in this area, as I assure you the subcommittee on which I serve shall.

For the record, I wish to include articles from the Cincinnati Enquirer and Cincinnati Post, which emphasize the increasing need for air safety funds.

(The articles referred to follow:)

[From the Cincinnati Enquirer, Feb. 5, 1968]

PANELISTS AGREE \$5 BILLION NEEDED FOR AIR SAFETY

(By Bob Brumfield, Enquirer Aviation Writer)

The 1968 Air Safety Conference held in Cincinnati Sunday proved that Ohio's congressmen and a blue ribbon panel of aviation experts are vitally interested in flight safety but don't know where to get \$5 billion.

It also indicated that airline pilots disagree with general aviation pilots, both disagree with air traffic control, everybody is sore with the Federal Aviation Authority and airport managers are caught in the middle.

Fortunately for the cause of air safety, in airing their differences of opinion on just about every facet of flying, the spokesmen for the various associations and agencies represented at Sunday's meeting pointed up the many problems involved and the various options available for solving them.

And according to Reps. Robert Taft Jr. and Donald D. Clancy (R., Cincinnati), co-sponsors of the conference, that was the idea of having it in the first place—to inform the public and their elected officials.

Since the meeting featured four congressmen—Rep. Donald E. Lukens (R., Hamilton), Rep. William E. Minshall (R., Cleveland) and Representatives Taft and Clancy, it could have developed into a political show. It didn't.

The legislators spoke briefly at the beginning of the conference sticking strictly to aviation and flight safety, then turned the meeting over to Cincinnati attorney Carl B. Rubin, who served as chairman for panels on air traffic control, uniform standards for airport certification, airport construction and modernization, flight crew training and all-weather flying and noise abatement procedures.

Panelists included representatives from the Federal Aviation Administration, Air Line Pilots Association, City of Cincinnati, Greater Cincinnati Airport, Flight Safety Foundation, Aircraft Owners and Pilots Association and Air Traffic Control Association.

The basic needs, as revealed by the panelists, are familiar ones—more people to operate more and better equipment at better airports, all paid for by more money.

Maj. Gen. Joseph D. Caldera, USAF (Ret.), president of Flight Safety Foundation, termed the present air traffic control system, which is under the jurisdiction of the FAA, totally inadequate to handle the present and future needs of aviation.

Byron Hood, chairman of the Ohio Area Chapter, Air Traffic Control Association, and control tower operator at Greater Cincinnati Airport, said the big problem in air traffic control is the small number of trained people available. He said the FAA simply hasn't done much hiring in past years, and that now control towers must operate with "no bench."

Hood also said a computer assistance system for airport control radar is needed, and that the FAA has been very remiss in providing such equipment.

Thomas Basnight, director of regulatory matters for the Air Line Pilots Association, disagreed with Hood, arguing that the need is not for more manpower on the ground, but for utilization of space-age technology and placing the decision-making function for collision avoidance "in the cockpit" with the pilot.

"Yeah, but we still get blamed for crashes," countered Hood.

Robert Monroe, representing Aircraft Owners and Pilots Association, said a new method for controlling air traffic must be found, but added: "When there is such a good economic justification, why use the safety argument?"

He said more people die from therapeutic accidents in doctors' offices than in airplane accidents.

On the subject of airport modernization and construction, Capt. John McDonald called for certification of airports and airport managers by the FAA. He said that some airports do not even require fire fighting equipment, and stated that many