

airport managers are qualified for the job only in that they are the brothers of the wives of mayors.

Byron Dickey, manager of Greater Cincinnati Airport, replied, that he was not the brother of the wife of any mayor, but that he knows that most airports can't modernize properly within the current budget for Congress.

McDonald said air safety does not cost money. "Lack of air safety costs money," he stated.

He cited the cost that one airplane crash imposes on insurance companies and the owners of the aircraft involved, saying that this cost would more than pay for air safety equipment at an airport.

And so the meeting went, through all the various panel topics, always arriving at the same question: Where does the estimated \$5 billion needed for air safety during the next 12 years come from?

If the aviation industry is to have adequate airports, satisfactory noise abatement, improved simulators for training, closer scrutinization and certification by the FAA, sophisticated new control equipment, improved instrumentation for aircraft—in short, air safety—who's going to pay for it?

Nobody at the conference volunteered to pick up the check.

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AIR SAFETY IS GOING TO BE COSTLY

(By Dick Rowe)

Plane crashes at the Greater Cincinnati Airport weren't supposed to be discussed at the Cincinnati Air Safety Conference, but they came up for discussion anyway, if only indirectly.

Experts from all fields of aviation agreed that billions of dollars must be spent in the future in aviation and much of it for air safety. They didn't agree on who should foot the bill.

Financing of larger, better equipped airports, new instrumentation in planes and better trained personnel in aviation came into each of the 45-minute panel discussions held yesterday during the safety conference at the U.S. Postoffice and Courthouse.

During a discussion on "Airport Construction and Modernization," Capt. John McDonald, a United Air Lines pilot who flies out of Detroit, said, "I cannot disagree, safety does cost money. But the lack of taking safety precautions cost more."

He then explained a standard which suggests compaction of soil on paved runway shoulders to a distance one-third the width of the runway. This would mean soil compaction 50 feet wide on either side of a 150-foot wide paved runway.

The cost of "one accident you may have had already because of the lack of this feature would pay for this (compaction) at every airport in the state of Ohio. You spend it in destruction of the airplane, in loss of income from that airplane, in litigation. Why not spend that money for something to prevent accidents?" he said.

He was referring to the Nov. 8 crash in which a TWA Boeing 707 slid off the west end of the east-west runway at the airport. A Delta Airliner was mired in the mud off the same runway. The co-pilot flying the TWA plane has said he heard a thud as he passed the mired plane and aborted the flight which resulted in the crash.

Capt. McDonald is chairman of the Air Line Pilots Assn.'s enforcement procedures study committee and has been active in accident investigations. He said sliding off runways is one of the worst things facing pilots today. "One major carrier had 11 planes go off runways last year," he said.

George Gary, eastern regional director of the Federal Aviation Agency, was asked if the FAA certified airports. He said the FAA did not, that it was left up to local governments.

McDonald said that because it does not certify airports the FAA does not require them to have fire fighting equipment. Noting that the Greater Cincinnati Airport has a fire department, he said, "A lot of airports do not even have a bucket of sand and yet air traffic is authorized into those airports." He said most everyone associated with aviation is certified and airports should be, too.