

Carl B. Rubin, Cincinnati attorney who moderated the panel, asked Capt. McDonald whether most fatal crashes occur near airports. McDonald said the largest number of fatalities are near airports. "The most hazardous part of the trip is the takeoff and the landing," he said.

Wallace Power, Cincinnati utilities director, said after years of discussion Cincinnati now has a small amount of money for planning a firehouse at Lunken Airport. "All it takes is money," Power said.

Robert Monroe, who represented the Aircraft Owners and Pilots Assn., said incidents of fires are fewer than 150 per year.

Monroe said his organization is opposed to a use charge to help finance improvements at airports. He said people in general aviation, which excludes the military and major airlines, pay their fair share through purchase of goods and services at airports.

Gary said the total investment in airports today is \$5.5 billion, according to FAA records. He said in order to bring airports up to expected FAA standards in the next seven years it would cost another \$5 billion. "The question then is, how would this be paid," he said.

He said there are 10,000 civilian airports, of which 7000 are unpaved and unlighted and only 1,200 of the 10,000 have runways 5,000 feet long or longer. He said 6,300 are privately owned and added, "Unless something is done we are going to lose some fine airports."

The safety conference was sponsored by Reps. Robert Taft Jr. and Donald D. Clancy of Cincinnati, who participated in the first panel, "Public Responsibility," with Rep. Donald E. Lukens (R., Hamilton), and Rep. William E. Minshall (R., Cleveland).

Minshall, who has a private pilot's license, said: "The sky literally used to be the limit, vast and uncluttered." He said we are heading toward a crisis in the air and likened it to highway traffic today if no expressways had been built. Minshall, who is on the House Appropriations Committee, said a move must be made in the future to spend billions on aviation and aviation safety.

During the panel on Air Traffic Control, Byron Hood, chairman of the Ohio Chapter, Air Traffic Control Assn., said the FAA in the past three or four years has been "trying to run the ball team without a bench." He said more air controllers had been hired recently but they need training before they become effective. He also said more equipment is needed.

Capt. Joseph H. Bartling, of the Air Line Pilots Assn., said pilots want an electronic collision avoidance system installed in planes, leaving this phase of air safety up to the pilots. It was explained the electronic system gives pilots on a collision course with another plane positive instructions, such as telling one to turn right, the other left.

Capt. Edward J. Burke, chairman of the Air Line Pilots Assn.'s all-weather flying committee, was asked if all-weather flying was here yet. "Yes," he said. "It's still in the experimental stage the same as it was in Gen. Doolittle's time in 1929."

Burke discussed proposed new lower flying minimums. He said some airports had surface detection equipment (radar) which would show the entire surface of the airport, including a man on a bicycle in a fog. "They've just decommissioned it and now is when we need it," he said, and said.

"We've had cases where people drive out on runways in autos, strangers visiting airports. You ask me to take 150 people down that runway?"

A former FAA official said the decision was based on economic factors.

Burke, asked if huge, complex new planes have put too great a stress on pilots, he said yes. Burke, stressing the need for new safety equipment in planes for landings and takeoffs said, "Less money is spent on instruments than on the entertainment factor on aircraft."

In a discussion on noise abatement, it was suggested airports buy more acreage to remove homes from the vicinity of airports where landing and takeoff noise is greatest.

Byron Dickey, general manager of the Greater Cincinnati Airport said the airport used to talk about a total of 3,000 acres but now is aiming for 8,000 acres by 1970. He said it's a question of whether it is financially feasible.

Mr. FRIEDEL. Our next witness will be Mr. John P. Woods, executive assistant, National Business Aircraft Association.