not going to reduce these numbers to an acceptable level with the ever-increasing growth in aviation.

I go back to Mr. Bailey's testimony and that of Mr. Woods. Unfortunately, I was not here yesterday to hear other testimony, but these gentlemen seem to understand the problem. As a researcher one of the very basic things I have to do is to state the proper research question or my investigation will be irrelevant. This implies that I understand the problem. The routine of solving or answering the research question is pretty straightforward but we must understand the problem.

This is what I am trying to point out today. I implore you gentlemen to seriously—and I know you are serious about it—look at all aspects of this safety problem.

I had an opportunity last fall to escort one of your committee members, Mr. Clarence Brown, to the Columbus, Ohio, approach control facility unannounced. Mr. Brown came away from that 1-hour visit with a much more clear understanding of what the problems are in air traffic control.

He was amazed that you could have two aircraft on final approach in an instrument landing system and have them land safely despite the fact that the radar went out of service three times in 6 minutes. He was quite astonished because he was not aware that there are other alternatives available in the controlling of aircraft. You do not have to have radar in order to control aircraft.

We had an unsafe situation there—namely, no radar. The unsafe situation was not followed by an unsafe act on the part of the controller. He acted coolly, calmly, he knew what to do, he was well educated, and thus he kept that from being a catastrope.

I am particularly concerned with the human aspects of aviation safety. I don't pretend to know much about hardware.

I think, the human problems are probably the greatest ones we have to face in aviation safety. I think today's air traffic control system is very much like Aunt Minnie's corset—the old garment does a fair job in keeping things from busting out all over the place as long as she does not become too active or put on too much weight.

If she does become too active, the stays could break and a bystander could be injured. I think the air traffic control system today is bursting at the seams and there is little prospect of containing this tremendous growth in air traffic.

I don't say that we should restrict airspace to any one particular group. I think it should be made available on a first-come, first-served basis to everyone but it has to be allocated in a safe, efficient, equitable manner. This leads me to the dialog going on for several months between two special groups in Washington. This is a verbal battle between the Air Transport Association and the special interest groups in general aviation, including National Aviation Trades Association, AOPA, National Business Aircraft Association, and others.

Each party is protecting, or attempting to protect, its rights to the airspace. I have no quarrel with this desire to protect the rights. I am a user of the airspace. I can understand the problems of a large revenue carrier. They have to make money. They have very good revenues at the present time but are in a profit squeeze, and I can see