

are under psychiatric care, or are suffering from frustrations as a result of their occupations?

Mr. GALIPAULT. As to the first two things, definitely no. Several of them drink socially with me and that is the extent of it. Some do have ulcers that are not detected in their annual physical examinations. They do suffer from many frustrations and I think one of the major frustrations is the inability to have themselves heard on the problems of air traffic control operations.

Mr. DEVINE. By their parent agency?

Mr. GALIPAULT. By their parent agency.

Mr. DEVINE. I have a final comment which does not relate to you but again it relates back to the testimony of Mr. Bailey when he cited a singular example of a man in his thirties who had a heart attack which may or may not have been connected with his duties.

Mr. GALIPAULT. The gentleman sitting behind me is about 47 years old and he has been a controller at Columbus for 20 years and he is one of the finest pilots I have ever had occasion to fly with.

I am embarrassing him now but I think he is typical of the men at the facilities. I think perhaps he is no different than anyone else, you or I. Really, there are pressures on him and I am sure Mr. Bailey is emphasizing these pressures. They are there. I know if I had targets constantly converging on a radarscope I would be mighty concerned. Let me give you an example.

Sunday, February 4, 1968, at Columbus was a beautiful clear day. This gentleman advised me that there were 93 targets on a radarscope at Port Columbus within 25 miles of Port Columbus airport at a specific time of day. An American Airlines aircraft took off to the northwest. This gentleman advised me that he heard the taped conversation between the controller and the pilot. The controller called traffic to American 16 times before he passed through 5,000 feet. The pilot was able to identify 11 or 14 of these targets. Of the 93 targets, the controller had knowledge of the altitude of less than 10 percent of these because they were the only aircraft that either reported an altitude or were on instrument flight plans.

Now, this is a case in point. When you have 93 aircraft in such limited airspace crisscrossing at unknown altitudes, the controller is like a pilot flying without any flight controls—he is helpless. He just has to sit there and watch it happen and it is not easy for him.

Mr. DEVINE. I think our hearings over the years would demonstrate that the fellow who comes up with this, and maybe you will in your research, a radarscope that shows altitude will help solve these problems.

Mr. GALIPAULT. It will help.

We have this equipment available but try to get it—you can't and it is so desperately needed.

Let me make this point: I can take an airplane of known characteristics and I can make a better airplane out of it because I am a good pilot.

I have to say I am a good pilot because that is something I have to believe in order to be a pilot. I can make it better than the manufacturer thought it would be because I bring out things in it that are not really emphasized.

The same thing goes with the controller. He can make an archaic system into a workable system—he is doing it every day.