

New York Airways Collection - United States Senate, March 8-11, 1965

Extracted on Mar-29-2024 02:23:28

The Smithsonian Institution thanks all digital volunteers that transcribed and reviewed this material. Your work enriches Smithsonian collections, making them available to anyone with an interest in using them.

The Smithsonian Institution (the "Smithsonian") provides the content on this website (transcription.si.edu), other Smithsonian websites, and third-party sites on which it maintains a presence ("SI Websites") in support of its mission for the "increase and diffusion of knowledge." The Smithsonian invites visitors to use its online content for personal, educational and other non-commercial purposes. By using this website, you accept and agree to abide by the following terms.

- If sharing the material in personal and educational contexts, please cite the Smithsonian National Air and Space Museum Archives as source of the content and the project title as provided at the top of the document. Include the accession number or collection name; when possible, link to the Smithsonian National Air and Space Museum Archives website.
- If you wish to use this material in a for-profit publication, exhibition, or online project, please contact Smithsonian National Air and Space Museum Archives or transcribe@si.edu

For more information on this project and related material, contact the Smithsonian National Air and Space Museum Archives. See this project and other collections in the Smithsonian Transcription Center.

Rapid and efficient transportation service for passengers traveling short distances is the most important challenge facing aviation today. At the present time the helicopter is the only vehicle to provide such a service, permitting operation from minimum landing and takeoff areas that can be constructed in many places where only limited space is available. The helicopter also has the unique facility of being able to fly above surface congestion and at the same tome fly beneath congested air space occupied by fixed-wing aircraft.

The helicopter experiment has made it clear that this vehicle provides as a much needed method of transportation that cannot be supplied in any other way and, after a further development period, will perform an invaluable service for a large segment of the traveling public.

The Government has already invested substantial funds in the helicopter program which is being ably implemented by operators in the Nation's three largest cities. In our opinion, abrupt cancellation of this program by Congress would be false economy and would not be in the best interest of the Nation. Your attention is directed to the recommendation of the "Project Horizon" report in September 1961 that the helicopter experiment should be continued where it has been certificated. We believe that the vision and objectivity of your subcommittee will lead to the same position and conclusion.

While Chicago's helicopter traffic is presently at a low volume, the return of scheduled air carrier service to Midway is expected to stimulate substantial growth of helicopter traffic here during the next 5 years. The value of having this service in Chicago was demonstrated most recently during several storms when a number of carrier flights scheduled to land at Chicago-O'Hare International Airport were diverted to Chicago Midway Airport. In each instance Midway accepted these flights without delay and Chicago Helicopter Airways transported the arriving passengers to O'Hare and downtown Chicago.

The Chicago Association of Commerce and Industry therefore urges that the continuation of the helicopter program in the three major cities where it is now being conducted be given the strongest possible support, in accordance with the recommended program for declining subsidies through fiscal year 1970, so that the Nation may realize the maximum benefit from Federal funds already spent and gain knowledge through further practical experience in the operation of this aircraft. Respectfully submitted.

THOMAS H. COULTER, Chief Executive Officer, The Chicago Association of Commerce and Industry

MARCH 8, 1965. STATEMENT BY A. B. MCMULLEN, EXECUTIVE VICE PRESIDENT, NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS TO AVIATION SUBCOMMITTEE, SENATE COMMITTEE ON COMMERCE

Re federally supported helicopter air service program.

The membership of the National Association of State Aviation Officials is composed of 44 State aeronautics commissions and departments-governmental agencies established under State law to foster and develop aviation and the air transportation industry, and to otherwise

We appreciate the opportunity to submit this statement in the record of hearings being held by the Aviation Subcommittee on the subject of whether the Government should continue, expand, or limit the federally supported helicopter air service program.

374 HELICOPTER AIR SERVICE PROGRAM

Rapid and edicinat irracopartation service for passenges toweling short detunese is the tract irreportant challenge facing eviation today. At the present
time the haltenger is the only whole to provide such a service, permittioperation from minimum intoling and takend seems that can be contented in
many planes where only limited space is resultable. The belongster shot has deunique facility of being while to by along the congress and at the street tenmany planes where only limited space is resultable. The belongster shot has deunique facility of being while to by along the congress and at the street inmany planes where only limited space is resultable. The belongster does has detuning facility of being while to by along the congress and at the street inteneded method of transportation that ensuals be dear that the vehicle provides a matoested method to transportation that ensuals be expedied in any other way and
after a further developmental period, will perform an involutible service for a hay
segment of the traveling public.

The Government has already implemented by aperators in the Nationals
presents of the traveling public.

The Government has already implemented by aperators in the Nationals
presents of the facilities. In our opinion, alternity ensected into of this program by Cangansoviid be false economy and world not be in the best interest of the National
Your attention is directed to the reconstructions of the Project Rottingreport in September 1981 that the helicopter experiment should be residently
where it has been certificated. We believe that the vices and objectivity of
your subcommittee will lend to the state position and confinion.

While Chicago's beliepopter traffic is presently at a low rotains, the criters of
schaladed air carrier service to Midreay is expected to stimulate substantia
growth of beliepopter infection to present and a plane interest the service of the confinence of the desire of the confinence of the confinence of the confinence of the confinence of th

Thomas II. Company.
Claf Empire Officer.
The Chicago Association of Commerce and Industry.

STATEMENT BY A. B. MCMULER, EXECUTER Von PRESERVE, NATIONAL ASSOCIATION OF STATE AVAILABLE TO ATLATION STRUMMERS, REVIEW COMMERCE.

Re federalls supported belieopter air service program.

He federally supported believing an service program.

The membership of the Noticead Association of State Avision Officials is correspond of 44 State aeroinstakes connected using an electroperative agencies established match State for to foster and departmental expensions and the site transportation industry, and to otherwise serve the galax.

We approximate the opportunity, to subtrict this subsected in the record of hearings being held by the Aviation Subscription on the adject of whether the Garrenmann should continue, capacit, er finit the federally supported believed to the state of the stat

for summon should cominue, expand, or limit the federals apported believes as service program.

One of the principal objectives of all State aviation agreeies in the development of a satisficial six transportation system, providing optimin service to very community of their respective States.

With the advant of new type jet zircealt, the problem of being able to involving distances in a relatively short time has been solved; however, one of axiation must perplexing problems has been the reduction of thred their from signal states, and difficulties have been essentiered in efficiently transporting by at persons traveling distances ranging frees 50 to 200 wiles.

For these reasons, and the fact that the believepter has proved to be a unique relation agrantle of criffic, in collect type vehicle caps provide, State station against have been keenly interested in the acheduled believepter air service pragas.

One of the principle objectives of all State aviation agencies is the development of a national air transportation system, providing optimum service to every community of their respective States.

With the advent of new type jet aircraft, the problem of being able to travel long distances in a relatively short time has been solved; however, one of aviation's most perplexing problems has been the reduction of travel time from airport to city, and difficulties have been encountered in efficiency transporting by air persons travelling distances regging from efficiency transporting by air persons traveling distances ranging from 50 and 300 miles.

From these reasons, and the fact that the helicopter has proved to be a unique vehicle capable of utility no other type vehicle can provide, State aviation agencies have been keenly interested in the scheduled helicopter air service program,

New York Airways Collection - United States Senate, March 8-11, 1965 Transcribed and Reviewed by Digital Volunteers Extracted Mar-29-2024 02:23:28



Smithsonian Institution

Smithsonian National Air and Space Museum Archives

The mission of the Smithsonian is the increase and diffusion of knowledge - shaping the future by preserving our heritage, discovering new knowledge, and sharing our resources with the world. Founded in 1846, the Smithsonian is the world's largest museum and research complex, consisting of 19 museums and galleries, the National Zoological Park, and nine research facilities. Become an active part of our mission through the Transcription Center. Together, we are discovering secrets hidden deep inside our collections that illuminate our history and our world.

Join us!

The Transcription Center: https://transcription.si.edu
On Facebook: https://www.facebook.com/SmithsonianTranscriptionCenter

On Twitter: @TranscribeSI

Connect with the Smithsonian Smithsonian Institution: www.si.edu

On Facebook: https://www.facebook.com/Smithsonian

On Twitter: @smithsonian