

K E N H A Y E S

It has been said that virtually all air fatalities involving private aircraft are due to 'pilot error'. Just what is a pilot error, however? It is certainly a pilot error when an accident is caused by misjudging distance, misreading an accurate instrument, forgetting to fill the gas tank, falling asleep at the stick, and so on. But how about when something legitimate does go wrong, and the pilot makes an improper decision as to how to handle the situation? Does the pilot bear total responsibility, or is he only one of the parties responsible? The answers to these questions are both difficult and controversial.

Private pilot training is a touchy subject to many people. It is a fact that you may, in some states, pilot a light plane before the age at which you may drive an automobile. It is also true that only a limited amount of flight experience is required to obtain a private pilot ticket. Therefore, it is possible to say that many pilot errors are due to inexperience. It is also true that many are caused by experienced incompetence. But it is not fair nor logical to ban or stringently regulate the hobby for these reasons. Pilot error can be reduced by more training time, more emphasis on common sense, or even by using some of today's available technology.

Take, for example, the flight simulators which are available in many areas. These machines surround the pilot with actual cockpit instrumentation and controls. They allow him to feel and see the results of his reactions to various situations he might face aloft. But flight simulation on the ground is not a complete substitute for experience aloft. You will not walk away from a flight accident as easily as from a simulator error. What's more, you may kill or injure any number of innocent and unsuspecting people and damage property from a flight accident.

What is the answer? Try this one on for size: A pilot should be minimally competent before solo. That is, he should be able to adequately handle the most common of emergencies proficiently, as well as the normal mechanics of flight. Just how long a training period this entails should be up to the instructor. Once a solo permit is issued, a more lengthy minimum period of flight experience should be required before a flight test is even considered. Certain regulations should be tightened (for example, no alcoholic beverage should be allowed to be consumed 8 hours or less prior to flight). Stronger penalties against negligence ought to be imposed.

It would be hoped that these proposals will reduce the number of pilot-error caused crashes. Beyond this, no further tightening of regulation should be attempted. Self-regulation of pilots should be encouraged. For, as is the case with most private pilots, flying is a hobby that requires more self-discipline than most other activities, and self-discipline cannot be legislated.

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NEWS FRONT

METROPOLITAN REPORT

On the subsidy front, Mayor Daley and Governor Ogilvie were unable to come to any agreement on aid to the CTA except that it is necessary. Aides will try again Monday to agree on a proposal to be submitted to the legislature....Elsewhere in the Chicago area, it has been rumored that Chromalloy's (ATC) Chicago & Calumet District Transit (northwest Indiana local service and through runs to Chicago) is to be split up and sold in June. The local lines serving Hammond and adjacent areas will be municipalized by that city, and the longer runs are to go to adjacent South Suburban SafeWay Lines. There is at present no confirmation to the reported sale...Immediately to the east, Gary Transit has filed for abandonment of all of the company's (actually affiliate Gary Intercity Lines—both GT and GIL are held by Gary Railways) suburban services; lines to Hammond, Hobart, Crown Point and other communities are affected. The company has filed the petitions on the money-losing services in hopes of prompting local government into subsidization or takeover; the intra-Gary services are not affected.

To the south, ATC's Bee Line of Danville, Illinois has been given permission on 30 days notice by the Illinois Commerce Commission to discontinue all of its city and suburban routes. The Bee Line was the Giacoma brothers' original property, out of which grew American Transit Corporation's stable of carriers. Formerly a Danville-area suburban firm, it acquired all of the local services of NCL's Danville City Lines some years ago....For the statistically-minded, CTA officials report that only 317 Marmon-Herrington TC-50 trolley coaches serve the dwindling Chicago wire network at present, as compared with a total of (oddly enough) 713 at the system's peak....Peoria's city council has approved the submission of proposals to continue bus service in that Illinois city to a June referendum....A black-owned bus firm, Marin County Transit Systems, Inc., is proving successful in operating a new transit carrier to serve residents of Marin City—the county's only black ghetto—and surrounding areas. Commuter connections to mainline bus services are offered, and during daytime periods the system reverts to local shuttle service....BART is to begin test service in southern Alameda County pending delivery of Rohr's first ten prototypes in just over 90 days. Regular service on the line is to begin next year; the full system is set to go in 1972.

Recommended reading: Professional Iconoclast John G. Kneilling's article on New York's TA in the May issue of Trains....The Boston Street Railway Association's excellent and comprehensive work on the trackless trolley in that city. Composed of more than eighty pages of text, photographs, maps and drawings, the technically-superb bulletin is available at \$4.50 from the BSRA at Box 102, Cambridge MA 02140....A 29-page offset and mimeo bulletin commemorating 40 years of trolley coach operation in Chicago, with reprints of historical trade press articles and photographs is available at \$2.50 from The Copy Shop (a TC subsidiary) at 416 N. State, Chicago, Illinois 60610.

URBAN COMMENT

A "busway" system has been recommended for Columbus, Ohio; the proposed network would begin with a spur over abandoned railroad rights-of-way to be built northward from Union Station in 1975....SEPTA's Walnut-Locust station, convenient to a number of museums and other cultural centers, will be redecorated along a cultural theme under the direction of students at the Philadelphia College of Art....The Italian government has passed legislation providing for federal funds to assist in subway construction; Milan, Turin, Rome and Naples are expected to benefit greatly from the grants....Soon to be set up is a West German transportation authority to administer a new network of commuter trains and limited-tram lines that would cover the entire, heavily-industrialized Ruhr area....NASA's Electronics Research Center in Cambridge will become DOT's Transportation Development Center in July. DOT will do research there on all modes, with particular emphasis on electronics applications to transportation.

Governor Rockefeller has proposed that the state take over commuter service on the Harlem and Hudson divisions of the Penn Central. The MTA would purchase the existing equipment and order new cars, as well as extending electrification on the Hudson division from Croton to Peekskill....Elsewhere in New York, prominent lawyer and mediator Theodore W. Kheel has charged that the Port of New York Authority has "taken a cop-out on mass transportation" by spending only a pittance for mass transit. The Authority operates PATH, the former Hudson & Manhattan Tubes...."La Quasar" (evidently with apologies to Motorola) is the name of a new motorcar looking like an aquarium on wheels. A box-like affair (almost square), the vehicle has inflatable upholstery, does 60 mph and operates 40 miles per gallon. Its French designer claims the car, which will be sold through department stores, will alleviate traffic congestion by its small (six-foot cube) size, as well as alleviating pollution by its efficient engine....Penn Central's commuter operations in the Philadelphia area, long the subject of intense criticism, have been made a virtually-autonomous unit, the Philadelphia Commuter Area, by the road....Man bites dog: The Milwaukee Road is to add four new commuter trains out of Chicago in off-peak and rush hours June 1 (three west, one north).

JET JOTTINGS

The business jet division of Pan Am is to begin operation this month. The service will be available at Islip, New York; rates are \$1.95 per mile with a \$400 minimum (food and beverage service is included). A stewardess is extra, for another \$65 per day....The planned expansion and modernization of the Greater Buffalo International Airport is to include the separation of incoming and outgoing passengers. At the same time, the overseeing Niagara Frontier Transportation Authority has contracted for a \$60,000 engineering plan for \$1,000,000 of improvement work at the Niagara Falls (N.Y.) International Airport....BOAC will begin 747 service between Kennedy International in New York and Heathrow in London about June 1....Plans have been announced for a \$350,000,000 airport to be built on the Illinois side of the Mississippi to serve the St. Louis area. Illinois Governor Ogilvie and St. Louis mayor Cervantes said approval has been given for the new field by the FAA, but it would not become operational before 1980....A report of the Council of Europe has assailed overbooking in the extreme

that it contends is prevalent among European airlines....Handley-Page, Ltd., founded in 1909 with the Blue Bird aircraft, and most famous for its World War II Halifax night bomber, is going out of business despite the best efforts of British and American interests. HP is some \$30,000,000 in debt, and creditors are pressing for payment. The company, ironically enough, has the successful twin turboprop JetStream as a part of its sales line....Air Illinois, the country's newest level III carrier, has begun service between Carbondale, Springfield and Lambert Field in St. Louis, using a single DeHavilland Jet Prop Twin Otter with space for 18 passengers (plus crew of two). The jet prop craft will be based in Carbondale, from which it makes three round-trips daily to St. Louis and Springfield. The line, owned by several southern Illinois businessmen, began service April 15.

MARITIME MEMO

The World-Wide Group, a ship-owning and management group based in Hong Kong has ordered 17 new tankers and ore-bulk carriers to be built in Japan and the U.K., for delivery between 1971 and 1973....The British Hovercraft Corporation, developer of air-cushion vehicles, has announced that it is closing one of its two plants and reducing its forces because of a lack of orders. More than 50 hovercraft have been built since the late 1950's, but large orders have been slow to develop.... The transatlantic passenger steamship lines have decided to increase minimum fares for the 1971 season by \$9 to \$18. The lowest fare on the QE2, for example (one way to Southampton) is \$225 tourist at present. One-class ships are also to be operated under the new plan.

RAILWAY REPORT

A US District Court has delayed Penn Central's petition to discontinue 34 pairs of long-distance trains; the Court ruled that the prescribed ICC allowance of 120 days for hearings would be insufficient to allow adequate preparation and full representation by opposing witnesses at each on-line hearing, and ordered PC to continue operating the trains until October 1 pending ICC decision. Meanwhile PC has asked the Canadian Transport Commission whether its trains 14-17, 351-52, Fort Erie (Buffalo)-Windsor (Detroit) might become eligible for subsidy or be discontinued for lack of need.

The North Western Employees Transportation Corporation has extended its offer to purchase C&NW from April 30 to June 30; Northwest Industries, C&NW's parent, requested the extension to allow more time to study the offer. The extension would also allow NWI to react to the June 2 general freight rate increase decision and time to see how the ICC will deal with its latest attempts to prevent a UP/RI merger.

UP has repeticioned 35-36, Salt Lake City-Butte for May 13....That injunction on IC 3-4, the Mid-American, was based on "immediate and irreparable" damage to the people of Dyersburg and Memphis, and IC employees; the appeal will challenge the ICC's own evidence that 30% of the trains' patronage would be affected by the discontinuance....12 states ended a Princeton conference with proposals for uniform interstate safety regulations for the railroad transportation of cargo and passengers. The 22 pages of regulations will be taken back to the various state public service commissions, where they will hopefully be adopted as basic standards.