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## **Aviation Forum, 1987**

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# Congress of the United States

Washington, D.C. 20515

February 10, 1987

Dear Colleague:

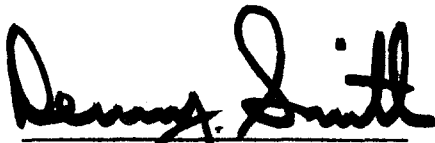
We are writing to invite you to join the Aviation Forum. The group is bipartisan, and serves as a focal point in Congress for aviation concerns. Periodic events and meetings, open to members and staff, will focus attention on the implications of various, high-priority aviation legislation. The group will also present a forum in which to discuss, generate, and coordinate strategy on new initiatives.

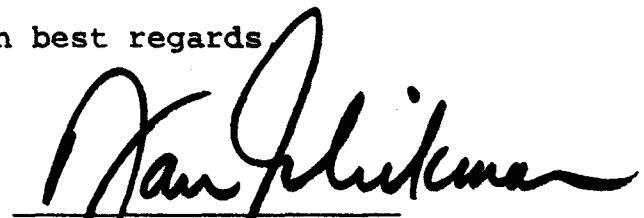
Of immediate concern to the Aviation Forum is the imminent reauthorization of the Airport and Airway Improvement Act of 1982. Other important issues on which the Forum will be active include efforts to redress the product liability crisis presently plaguing general aviation manufacturers, continued expansion of the Loran-C radio-navigation network, and a host of safety initiatives.

We hope that if you have any interest in aviation at all, you will join the Aviation Forum. Given the tight budgets under which we all are operating, the Forum will not involve any dues or additional paid staff.

If you would like to be included in the Forum membership, please contact Kurt Pfothauer at extension 55711 or Curt Stanford at extension 58548.

With best regards,

  
Denny Smith  
Member of Congress

  
Dan Glickman  
Member of Congress

**Congress of the United States**  
**House of Representatives**  
**Washington, D.C. 20515**

**\*\*\*BREAKFAST MEETING WITH FAA ADMINISTRATOR, DON ENGEN\*\*\***

**DATE: TUESDAY, MARCH 31, 1987**

**LOCATION: Anton's Loyal Opposition, 400 First St., S.E.**

**TIME: 8:00-9:00 a.m.**

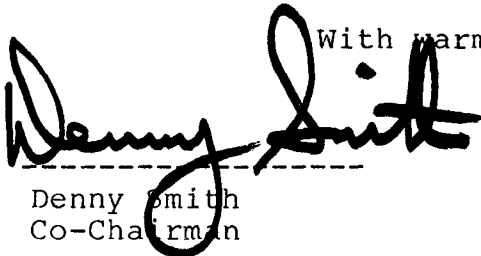
**R.S.V.P- 225-6216 (Eddie) or 225-5711 (Herb)**

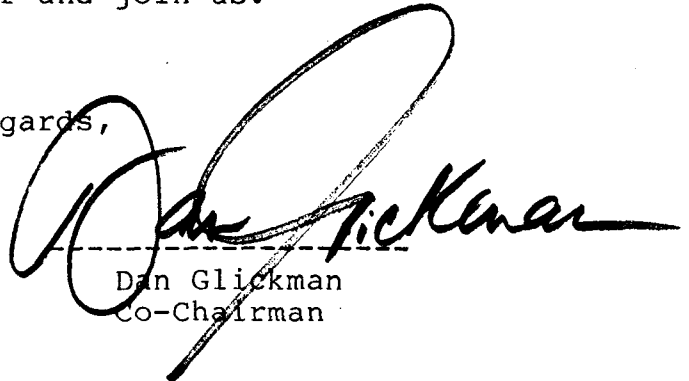
Dear Aviation Forum Member:

We are pleased that you have joined the Aviation Forum and look forward to working together on issues of importance to aviation. The 100th session of Congress should prove to be an exciting one for aviation and we believe that the Forum can provide a necessary pool of ideas and information.

For our first meeting, we are pleased to host a breakfast roundtable with FAA Administrator, Don Engen to discuss issues surrounding reauthorization of the airport and airway trust fund. Since Don has announced his departure from the FAA as of July 1987, this should be a good chance for an intimate, candid discussion. Please mark your calendar and join us.

With warmest regards,

  
-----  
Denny Smith  
Co-Chairman

  
-----  
Dan Glickman  
Co-Chairman



United States  
of America

# Congressional Record

PROCEEDINGS AND DEBATES OF THE 100<sup>th</sup> CONGRESS, FIRST SESSION

Vol. 133

WASHINGTON, THURSDAY, JULY 9, 1987

No. 113

## House of Representatives

### HIGHLIGHTS

House passed NASA authorization bill.

*NASA Authorization:* By a yea-and-nay vote of 372 yeas to 34 nays, Roll No. 253, the House passed H.R. 2782, to authorize appropriations to the National Aeronautics and Space Administration for research and development; space flight, control and data communications; construction of facilities; and research and program management.

July 9, 1987

CONGRESSIONAL RECORD — HOUSE

H 6137

Mr. McCURDY. Mr. Chairman, I move to strike the last word.

Mr. Chairman, at this time I would like to enter into a colloquy with the gentleman from New Jersey, Mr. ROE, the chairman of the full committee.

NASA has long been involved in providing the concept of the tilt rotor aircraft. Along with FAA and DOD, NASA is completing a study on the extent to which the tilt rotor aircraft can enhance the efficiency of our civil aviation system.

NASA, of course, pioneered the tilt rotor technology with the XV-15 development in the seventies by Bell Helicopter Textron. The XV-15 takes off and lands like a helicopter and flies like a turboprop aircraft. This gives the aircraft the best of both worlds—vertical takeoff with the high speed and good fuel efficiency of a turboprop. The aeronautical research section of our bill provides for XV-15 wind tunnel prototype testing as well as performance testing on its advanced blades. The military is adapting the aircraft to the needs of all branches of service with the V-22 OSPREY program which is now under full scale development.

The results of the civil tilt rotor study will be made public on July 29 and 30. Preliminary information from the study shows the tilt rotor has great promise to relieve some of the congestion in our civil airports. Be-

cause of that, I hope that NASA will take a closer look at the tilt rotor, along with the FAA, to see what follow-on technologies should be developed towards getting it into our civil aviation structure. Perhaps together they can suggest an appropriate plan which would expedite the process.

Mr. ROE. Mr. Chairman, will the gentleman yield?

Mr. McCURDY. I yield to the gentleman from New Jersey.

Mr. ROE. Mr. Chairman, I thank the gentleman for yielding.

That seems to me to be an excellent idea. Coming from New Jersey, I am very familiar with the actions of the Port Authority of New York and New Jersey. They are also just completing a separate study of the impact of the tilt rotor technology on the airports in the New York-New Jersey metropolitan area. As I understand it, their study will say that the civil tilt rotor aircraft should help greatly in relieving the air traffic congestion in the northeast corridor.

If indeed the civil tilt rotor will help out in our civil air traffic system, I would be all for appropriate action. Perhaps we should hold a hearing on this possibility sometime later this year to explore the idea in some greater depth.

Mr. BOEHLERT. Mr. Chairman, will the gentleman yield?

Mr. McCURDY. I yield to the gentleman from New York.

Mr. BOEHLERT. Mr. Chairman, I thank the gentleman for yielding.

Mr. Chairman, I certainly agree with the suggestion by my distinguished colleague from Oklahoma on civil tilt rotor aircraft. It appears to me to offer great potential in our civil as well as military aviation. In fact, I am advised that both the Soviets and a consortium of European countries are beginning tilt rotor programs at this time. We should move forward as fast as is technically and financially prudent. The idea of a hearing later this year is excellent.

Mr. MINETA. Mr. Chairman, will the gentleman yield?

Mr. McCURDY. I yield to the gentleman from California.

Mr. MINETA. Mr. Chairman, as the Member who chairs the Subcommittee on Aviation of the Committee on Public Works and Transportation, we are intending to hold hearings on this issue.

I have already met with the Boeing Commercial Air Co., Bell Textron, and some others like the New York-New Jersey Port Authority, so I will keep the gentleman from Oklahoma informed, and the gentleman from New York informed, of our progress on this.

Mr. McCURDY. I appreciate the gentleman's comments.

DAN GLICKMAN  
FOURTH DISTRICT—KANSAS

ASSISTANT MAJORITY WHIP

COMMITTEES:  
AGRICULTURE  
JUDICIARY

CHAIRMAN, SUBCOMMITTEE ON  
ADMINISTRATIVE LAW AND  
GOVERNMENTAL RELATIONS

SCIENCE AND TECHNOLOGY

SCOTT FLEMING  
ADMINISTRATIVE ASSISTANT  
PATRICK GARCIA  
DISTRICT ADMINISTRATOR



CONGRESS OF THE UNITED STATES  
HOUSE OF REPRESENTATIVES  
WASHINGTON, DC 20515

July 14, 1987

2435 RAYBURN BUILDING  
WASHINGTON, DC 20515  
(202) 225-6216

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WICHITA, KS 67201  
(316) 262-8396

302 WOLCOTT BUILDING  
201 NORTH MAIN  
HUTCHINSON, KS 67501  
(316) 689-9011

\* \* \* ATTENTION: APPOINTMENTS SECRETARY \* \* \*

EVENT: AVIATION FORUM BREAKFAST

DATE: THURSDAY, JULY 23, 1987

TIME: 8:00 A.M.

LOCATION: 1302 LONGWORTH HOUSE OFFICE BUILDING

SPECIAL GUESTS: DAVID HINSON, CEO, MIDWAY AIRLINES

EDWIN COLODNY, CEO, USAIR GROUP

THOMAS PLASKETT, CEO, CONTINENTAL AIRLINES

Dear Aviation Forum Member:

The airlines have been the focus of much attention lately with complaints about service, scheduling and delays reaching the highest level in years. We are sure that each of you have received complaints from constituents and have probably been victims yourself.

Since this is such a hot topic right now, we are pleased to host a breakfast with the chief executive officers of three major airlines. This informal setting should provide for a very lively, informative discussion. Please mark your calendar and join us. R.S.V.P. by July 20 to Rob (225-6216) or Herb (225-5711).

With best regards,

Denny Smith  
Co-Chairman

Dan Glickman  
Co-Chairman

**REMINDER**

Congress of the United States  
House of Representatives  
Washington, DC 20515

**REMINDER**

\* \* \* \* ATTENTION: APPOINTMENTS SECRETARY \* \* \* \*

**EVENT: BREAKFAST/DEMONSTRATION OF TILT ROTOR AIRCRAFT**

**DATE: WEDNESDAY, JULY 29, 1987**

**TIME: BREAKFAST/PROGRAM 7:45 A.M.  
DEMONSTRATION IMMEDIATELY FOLLOWING**

**LOCATION: BREAKFAST/PROGRAM -- B-338 RAYBURN  
DEMONSTRATION -- ANDREWS AIR FORCE BASE**

**RSVP by July 24: Rob (5-6216) or Herb (5-5711)**

Dear Colleague:

On behalf of the Congressional Aviation Forum, we invite you to learn about a revolutionary advance in aviation.

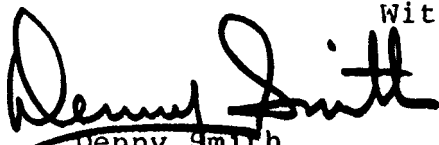
NASA's XV-15 tilt-rotor experimental aircraft will be in town for a full briefing and demonstration. Members and key staff are invited to join Speaker Jim Wright, NASA and Bell-Textron experts for a discussion of the civilian applications of this revolutionary advance in aviation.


Immediately following the breakfast, you are also invited to a demonstration of the XV-15 at Andrews Air Force Base. For those who wish to attend, a bus will be leaving from the Rayburn horseshoe immediately following the breakfast. The bus will have you back to the Capitol shortly after 10:00 a.m.

The tilt-rotor combines the vertical take-off and landing capability of a helicopter with the high speed, altitude, efficiency and smooth ride of a fixed-wing turbo prop. With such capabilities it is possible to imagine a totally new short haul transportation system that operates city-center to city-center, relieving much of the congestion and delay in our present air traffic system.

We hope you can join us for this glimpse of the future.

With best regards,

  
Denny Smith  
Co-Chairman

  
Dan Glickman  
Co-Chairman

AGENDA  
Congressional Breakfast  
Tilt Rotor Aviation Technology/Civil Aviation  
July 29, 1987 — Room B-338 RHOB  
Masters of Ceremony: Congressmen Dan Glickman & Denny Smith

- 7:45 a.m.                    Breakfast
- 8:15 a.m.                    Film on Tilt Rotor and XV-15 Demonstration Flights, Narrated by John Zugschwert — Executive Director, American Helicopter Society
- 8:25 a.m.                    Tilt Rotor and the Coming Revolution in Medium Range Airline Service: Congressman Jim Wright, Speaker of the House
- 8:40 a.m.                    Overview of NASA/FAA/DoD Study on Civil Tilt Rotor — Dr. John Zuk, NASA Ames Research Center
- 8:45 a.m.                    Overview of Civil Tilt Rotor Study of the Port Authority of New York & New Jersey: Honorable Philip Kaltenbacher, Chairman, Board of Commissioners
- 8:50 a.m.                    Comments:  
Congressman Robert Roe, Chairman-Committee on Science & Technology,  
Congressman Norman Mineta, Chairman-Aviation Subcommittee, Public Works and Transportation Committee  
Congressman James Howard, Chairman-Committee on Public Works and Transportation  
Congressman Dave McCurdy, Chairman-Transportation, Aviation and Materials Subcommittee, Science & Technology Committee
- 9:05 a.m.                    Adjourn, Proceed by bus to Andrews AFB
- 9:30 a.m.                    Arrive Andrews AFB
- 9:45 a.m.                    Flight Demonstration — Pilot: Dorman Cannon, Bell Helicopter Textron. Narrated by Clifford McKeithan, NASA Ames Research Center
- 10:15 a.m.                    Depart Andrews AFB
- 10:35 a.m.                    Arrive Capitol Hill

# CONGRESSIONAL AVIATION FORUM



**Co-Chairmen:**

Denny Smith  
Dan Glickman

**Organizing Committee:**

Norm Mineta  
Bob Carr  
Barbara Vucanovich  
Norm Dicks

September 9, 1987

\* \* \*ATTENTION: APPOINTMENTS SECRETARY\* \* \*

**EVENT: BREAKFAST MEETING WITH FAA ADMINISTRATOR  
T. ALLAN MCARTOR**

**DATE: THURSDAY, OCTOBER 1, 1987**

**TIME: 8:00-9:00 A.M.**

**PLACE: 1300 LONGWORTH BUILDING**

**R.S.V.P.- Sheryl (5-6216) or Herb (5-5711)**

Dear Colleague:

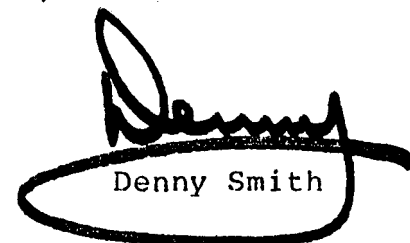
You and your aviation staff person are invited to attend a breakfast meeting, sponsored by the Congressional Aviation Forum, with newly appointed FAA Administrator, T. Allan McArtor. This will be a good opportunity to get to know Mr. McArtor, to ask questions and to discuss aviation issues that have been the focus of much recent attention.

Also, for those of you who are not members of the Congressional Aviation Forum, we urge you to take this opportunity join the eighty member strong Aviation Forum. There are no dues to join the Forum and we would welcome your input on future events. For more information on membership, contact Cheri Farha at 56216 or Kurt Pfothenauer at 55711.

Hope to see you on the 1st.!

With best regards,

  
Dan Glickman

  
Denny Smith

13 Longworth  
Washington, DC 20515

2) 225-5711

\* \* \* ATTENTION: APPOINTMENTS SECRETARY \* \* \*  
&  
AVIATION L.A.

CONGRESSIONAL AVIATION FORUM BREAKFAST

THURSDAY, NOVEMBER 19, 1987

8:00-9:00 A.M.

B-369 RAYBURN BUILDING

R.S.V.P.- Sheryl (5-6216) or Herb (5-5711)

Dear Colleague:

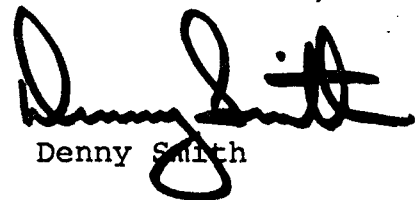
You and your aviation staff person are invited to attend a breakfast meeting sponsored by the Congressional Aviation Forum to provide you with an advance look at the next generation of commercial airliners.

Senior representatives from Boeing and McDonnell Douglas will be on hand to describe how new technologies incorporated in their next generation of commercial aircraft will enhance both safety and capacity.

This meeting should provide you with an excellent view of the commercial industry from the perspective of the top two American airframe manufacturers. As usual, there will be plenty of time for questions. We hope you will join us.

With best regards,

  
Dan Glickman

  
Denny Smith