



DEPARTMENT OF TRANSPORTATION

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EXCERPTS OF REMARKS PREPARED FOR DELIVERY BY U.S. SECRETARY OF TRANSPORTATION JOHN A. VOLPE BEFORE THE U.S. INTERNATIONAL AEROSPACE EXPOSITION, 128th AIR NATIONAL GUARD HANGAR, MILWAUKEE, WISCONSIN, THURSDAY, JULY 29, 1971, 8:00 p.m.

Let me express my deep appreciation both for this award and for the opportunity to be here with so many key people in the aerospace and aviation field.

I am, truly, honored to have been selected to receive the Air Age '71 Aerospace Man of the Year Award. It is all the more meaningful to me when I recall who received this award last year -- one of our great astronauts, Captain James Lovell.

In accepting your award, I would emphasize two things. First, the "U.S. International Aerospace Exposition/Milwaukee" is to be commended for its tradition of excellence. While it has been suggested that our Department's Transpo-72, to be held at Dulles International Airport next year, competes with Air Age, nothing could be farther from the truth. Ours is a total-transportation exposition, while Milwaukee properly stresses aviation and aerospace. This 7th Annual Milwaukee Exposition is bigger and better than ever, and is a well-respected showcase for American aviation skill, technology, tradition and progress. I congratulate everyone involved.

The second point is that this award expresses your recognition and approval of what our Department -- and our Federal Aviation Administration -- are doing on the aviation side of transportation.

I have a very high regard for the some 50,000 employees of the FAA; they do a difficult job exceedingly well. In acknowledging this award I want to pay special tribute to the many dedicated career people in the FAA, and in the aviation-oriented offices within the Office of the Secretary, all of whom have contributed so much to aviation progress.

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And aviation has made fantastic progress. It has set the pace for all of transportation. Aviation, more than any other mode, has made speed -- in quantum jumps -- a valid part of the transportation equation. And it has all happened so fast.

Mankind had thousands of years to adjust between the discovery of the wheel and the invention of the Model T. Yet we had less than 60 years between Kitty Hawk and the Flight of Freedom-7 with Alan Shepard. And look at the tremendous amount of invaluable spinoff technology that has come from the great American urge to soar on the wings of flight.

We have been eminently successful in making the United States a transportation-rich country. But we have not always been as successful in providing the most or the best mobility for our people. By building a wonderful highway system, for example, we have done much to accommodate the motor car, but often to the detriment of the Nation's public transit systems. Our civil aviation developments made air transportation popular and proficient, but at the cost of reduced rail patronage and the near-demise of passenger train service. That is all changing. We are moving forcefully, and with all due speed, to correct the inequities in American transportation.

President Nixon's goal is a balanced system, getting the best from every mode.

We need a more efficient system, with more attention paid to those contact points where the modes "interface" -- such as better airport access. We need efficient transportation that involves minimum cost to the environment.

This is a tall order, but we have already taken giant steps toward filling it. Five major pieces of legislation -- proposed by President Nixon and passed with splendid bi-partisan support in the Congress -- give us tools to work with. I refer to our new \$10 billion public transportation bill, to the legislation creating Amtrak, to our new Rail Safety Bill, to the new forward-looking Federal Highway Act of 1970, and, of course, the Airport-Airway Development Act of 1970 which so many of you helped us get through.

So yes, we have a reformation underway in transportation. But really, a reformation is not enough.

We also need a renaissance in these United States -- a rebirth of confidence in technology.

My good friend and colleague in Government, Senator Barry Goldwater observed recently that it is becoming fashionable to claim that technology -- not the love of money -- is the root of all evil. Dr. Henry Kissinger has

said that "The American mood oscillates dangerously between being ashamed of power and expecting too much of it." I suspect that is true of technology as well, for there is power in technology -- power to build and to create. Dr. Edward E. David, Jr., President Nixon's very competent science adviser, has pointed out that most of mankind's problems either have technological solutions or none at all.

Certainly technological aptitude and personal fortitude have made believers out of the airplane's severest critics. Over the years, these critics have doubted (in turn) the feasibility of flight, its practicality, its safety, and its economic value. The critics were wrong on all those points so today they are questioning whether civil aviation and a civil environment can co-exist.

Well, this is nothing new.

Just days before the Wright brothers made history at Kitty Hawk, the New York Times editorialized that anyone who thought man could fly should turn his talents to "more useful employment." Before Lindbergh proved otherwise, a solo flight across the Atlantic was viewed as sheer folly. General Billy Mitchell, for whom this airport is named, demonstrated what traditionalists scoffed at as impossible -- the effective use of airpower against naval forces.

Now, a new breed of airmen we call astronauts, one of whom you honored here last year, has proved that even the far reaches of space are not beyond our technical grasp.

One cannot attend a program like this without being keenly aware that America is still a "can do" Nation. I caution you not to be deceived by the apologists who ask why, if we can go to the moon, we can't do everything else under the sun? The answer is, we can.

With God's help, with a willingness to try and the will to succeed, we can attain any goal set before us. While we are meeting here, three American astronauts are on their way to the moon. We talk about 10 years to develop a new airport; 20 years to complete the Interstate Highway System. The toughest transportation job ever tackled took less time. Only 8 years separated Alan Shepard's 15-minute pioneering space flight and Neil Armstrong's giant step for mankind.

Now Apollo 15 marks our 5th lunar expedition -- the second trip this year. I am immensely proud of our astronauts and of everyone connected with our space program. I know you share my pride and admiration.

The greatness we have achieved in America has come at the hands of those willing to pioneer, to explore, and to run risks. This is especially true in aviation. If we depart from that tradition, it will be to the peril of our economy, our vitality, and very possibly our security.

At the Paris Air Show in June I flew in the British-French Concorde. I saw the Soviet TU-144, as well as the Russians' new jet-powered jumbo helicopter. I examined a veritable fleet of new commercial aircraft from the factories of Europe, and let me tell you: the United States is in real danger of falling behind in civil aviation.

It's not only just the SST. I'm not making a "sour grapes" speech. I mention these points because our competitors are gearing up to invade the short-haul as well as the long-haul market, and to capitalize on the advantage they already hold in V-STOL technologies.

I hope I'm wrong, but I am desperately afraid that unless we reassert our long-held leadership in aviation -- unless we exercise a new vigilance along the horizons of technology and a new diligence in exploring those vistas -- then we will no longer see the stamp "Made in the USA" on 76 percent of the free world's aircraft.

Aviation leadership means developing and building airplanes that are better, safer, cleaner and quieter. No one has ever held a lead for very long with an inferior product.

Aviation leadership also requires superior facilities. Our airways are rapidly being automated, for increased safety and greater capacity. The Department's budget for this purpose is \$301 million for Fiscal Year 1972.

Our Airport Development Aid Program (ADAP) begins its second year this month. We plan to obligate \$280 million in Federal funds this year, up from about \$180 million last year. So from the standpoint of the ten-year goal of the Airport-Airways Development Act of 1970, which anticipated \$2-1/2 billion for airport assistance and \$250 million a year for airway developments, our civil aviation help program is right on target.

We also recognize the need for solid, long-range planning. That is why we offer \$15 million a year in planning grants to assist public agencies in the development of aviation system and airport master plans. Last month we allocated \$198,000 to the Wisconsin Department of Transportation for preparation of a Southeast Wisconsin Regional Airport System Plan -- one of eight state system plans funded in FY-71 under our planning grant program. In a growing region like Southeast Wisconsin, covering Milwaukee and seven counties and including 40 percent of the State's population, such coordinated long-range planning is essential if aviation and community progress are to go hand-in-hand.

All progress does not, therefore, depend solely on technology. But neither have we come so far, scaled such heights, or done so much in America that we can afford to disavow our technological leadership. In the words of a recent editorial, "It is a sorry day when America decides it has gone far enough, or high enough, or fast enough, or deep enough in any field where its leadership is being challenged."

We have vast resources, but all the treasure at our command will be to no avail if we are unwilling to risk the uncertain, if we are intimidated by technology, or if we cut and run in the face of competition. I view with concern any reluctance in America to wear the mantle of leadership. We may not always triumph, but in the words of Francis Bacon: "There is no comparison between that which is lost by not succeeding and that which is lost by not trying."

In all of his policies and programs President Nixon seeks what is best for our country. He wants America to walk tall among the brotherhood of nations, not just during his Administration but in the future.

Aviation is the front line of global transportation. The nation that excells in aeronautics will lead the world in commerce and in international exchange. If we step aside from the challenge of leadership, we must also be prepared to forfeit its rewards.

I commend you in Milwaukee for your community-wide recognition of America's aerospace achievements. I commend you for your keen interest in aviation, for your wisdom in planning for the future, and for your dedication to the progress of transportation.

There is much in our past to inspire us; much in the future to challenge us. America can go wherever our vision will reach. And we will travel just as fast and as far as our transportation technologies will take us.

I thank you again for the honor you have extended to me on this occasion, and for the opportunity to be here with you.

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