

1963

But it was not Davey's mouth which needed protection. It was his brain. It was bleeding slowly as he talked. It was to gush later but three of us who leaned over to shake his hand as we left the room didn't know that. "I'm awful glad you stopped it," I told Ketchum.

Apparently, as soon as we left the room, the slow leak became a burst.

An hour and one night later, surprised the door was still tightly locked as I passed through, I shoved it open again. They were just stripping his fighting togs off the ex-champion, Willie Ketchum and Eddie Foy III put fingers to their lips as they saw me. I closed the door softly. I thought the fighter was under sedation.

He was—God's sedation. A merciful curtain had been drawn over his awful pain the instant he said, "Ooh, my head hurts." Davey Moore, for the first time in his career, was in a fight in which he was the underdog before it started. It was a fight in which the line wasn't posted by Vegas but on an invisible toteboard with no wire service, only a chart at the foot of the bed.

I have fought on this prose level before. The counter has been that people are killed in traffic, over water, under ground.

Sure, but we don't sell tickets.

But these are champions, the highest practitioners of their art, that we are admitting to hospitals, mausoleums and vegetation in boxing, not kids in unsupervised activity. Only one big league baseball player, only one big league football player has ever been killed. Even that is too many but no match at all for boxing's toll. People die in auto racing. But they kill themselves. And they are not trying to. As I said before, in boxing, it's the name of the game. "Kill him," the crowd cries. They boo at anything sublethal. They did Thursday when Luis Rodriguez fought as sensibly as if he had been put in the ring with a killer—precisely because he was.

#### TRIBUTE TO JIMMY DURANTE

(Mr. McCORMACK (at the request of Mr. RYAN of New York) was given permission to extend his remarks at this point in the RECORD.)

Mr. McCORMACK. Mr. Speaker, it gives me great pleasure to join with my colleague, JAMES CORMAN of California, in paying tribute to a man who has been one of the stars of the entertainment world for more than 40 years. Jimmy Durante has had a long and distinguished career in every entertainment media.

Jimmy Durante first gained fame as a member of the outstanding entertainment team of Clayton, Jackson and Durante. This became one of the leading vaudeville acts of the era. He went on to star on Broadway, in motion pictures, radio, and television. In 1951, he won a Peabody Award for his work in radio and television.

The warm humor of this man has endeared him to millions of Americans. His ever-present hat, celebrated nose, and famous closing line, "Good night, Mrs. Calabash, wherever you are," have been symbols of the best in comedy for more than a generation. His career represents everything that is rich and fine in the entertainment industry. His charitable acts are manifold. He has brought in a most wholesome manner happiness and pleasure to countless millions of persons. Hollywood, and the America of which it is a part, are

justifiably proud of this good man and illustrious citizen. I wish for Mr. Durante many more years of a happy and active life.

#### AIR SAFETY

(Mr. GONZALEZ (at the request of Mr. RYAN of New York) was given permission to extend his remarks at this point in the RECORD and to include extraneous matter.)

Mr. GONZALEZ. Mr. Speaker, although I have been quite critical in the past of Mr. Halaby's management decisions in the field of air safety, I do believe in giving credit where credit is due. In the past, Mr. Halaby has demonstrated a tendency to make decisions based upon whim, to react violently to technical questions concerning his judgments, and to resort to personal abuse in answering critics of his programs. It is clear that part of his trouble has been due to some poor advice given him by his assistants. However, Mr. Halaby has just overruled his advisers, and reversed himself on an important matter affecting aviation safety. He has decided to cancel his plans for a major involvement in an experiment with the SAGE system.

In mid-1962 Mr. Halaby announced a plan for the integration of certain air defense facilities—SAGE—and air traffic control. This plan called for the closing of the Great Falls Air Route Traffic Control Center—FAA—the transfer of certain responsibilities from the Minneapolis and Seattle Air Route Traffic Control Centers, and the establishment of three collocated air traffic control operations in SAGE Centers in Minot and Grand Forks, N. Dak., and Great Falls, Mont. At that time, August 1962, our distinguished colleague, Congressman JOSEPH E. KARTH, of Minnesota, objected to this plan and offered substantial technical information to prove that the plan was unsound, an experiment in which lives would be risked, and a demonstrated reduction in the already shaky safety standards of the FAA. At that time Mr. Halaby brushed aside the objections of Mr. KARTH, refused to answer the technical questions raised, and categorized any objections to the program as a challenge of the President's program.

Now Mr. Halaby has changed his mind. On March 8, 1963, Mr. Halaby announced that the FAA was abandoning the major part of the experiment in SAGE-air traffic control integration. Although this decision is belated, it does offer some encouragement concerning the future administration of the Federal Aviation Agency. It is of course interesting to speculate as to how much money might have been saved had Mr. Halaby acted in this manner last year. Surely the facts concerning the inadequacies of the SAGE facilities to perform the air traffic control function were as readily available in August 1962 as they are now.

I now direct your attention to another decision of this Administrator. I refer to the decision announced in 1962 to abandon the Air Route Traffic Control Centers in New Orleans and San An-

tonio, and to establish a new facility in Houston. It is significant to note that no mention of such a move was made in the budget then under consideration. No justification was offered, and apparently no opposition was anticipated. At no time was an adequate justification given, and none is forthcoming to this date. When pressed for answers, Mr. Halaby merely stated that he would re-program funds for more than 100 air safety installations—facilities that were at that time still in the budget under consideration and totaling more than \$8 million. These were items that had been laboriously justified in internal FAA budget reviews over a 2-year period, further justified before the Bureau of the Budget, and finally justified before the Appropriation Subcommittee. These items represented over \$8 million worth of air safety, deemed absolutely essential by the Agency and its Administrator; then suddenly tossed aside in favor of a hastily conceived and poorly planned move.

As you may recall, after my request last year for an explanation, and after I had been subjected to as intemperate an attack as were ever made by the head of a Federal agency upon a Congressman, Mr. Halaby finally agreed to provide justification. This justification was based largely upon theoretical savings in the costs of computers, projected over a 16-year period. Bear in mind that there are no computers in use in New Orleans and in San Antonio air route traffic control centers today, and none programmed for the new Houston center. The FAA is presently using five or six computers in various centers—computers of the 1957 vintage and for all practical purposes, obsolete. The research efforts of the FAA over the past 5 years toward the development of a new computer for air traffic control have been a failure, at a cost of well over \$100 million. Bear in mind also that a \$3 million building has just been constructed to house the New Orleans air route traffic control center; and a 10-year lease on the new air route traffic control center in San Antonio is only in its fourth year. The effort to foist this building off onto NASA will ultimately cost the taxpayers well over a million dollars for remodeling to suit the needs of NASA. We also know that the FAA is stuck with the remaining years of lease on the San Antonio property.

Later I asked Mr. Halaby for a list of the planned locations of more than 100 safety facilities which he was so ready to abandon in lieu of the new center. He refused to provide this information, stating that it was not in the public interest to divulge. One wonders whether we are here dealing with the FAA or the CIA. This whole sorry matter constitutes one of the most arrogant and flagrant disregard for the taxpayer and the safety of the flying public on record.

But, as I previously mentioned, there is hope. Mr. Halaby belatedly recognized the error of his decision concerning the use of SAGE in air traffic control. Perhaps he will soon come to the realiza-