

C. R. SMITH
100 PARK AVENUE
NEW YORK 17, N. Y.

5 February 1959

General Elwood Quesada,
Federal Aviation Agency,
Washington, D. C.

Dear Pete:

During the course of our recent negotiations with the pilot's association we found it unwilling to agree to the company's policy concerning retirement of air line pilots at age 60.

I have no specific recommendation to make to you at this time. It appears obvious that there must be some suitable age for retirement. It appears equally obvious that as men become older the result of the usual physical examination becomes less conclusive.

It may be necessary for the regulatory agency to fix some suitable age for retirement.

Sincerely yours,



C. R. Smith

s

71217



AMERICAN AIRLINES

CABLE ADDRESS AMAIR

100 PARK AVENUE - NEW YORK 17, NEW YORK

3 April 1959

General Elwood Quesada,
Administrator,
The Federal Aviation Agency,
Washington, D. C.

Dear General Quesada:

I am sending to you herewith a copy of a letter which I have addressed today to Mr. Clarence Sayen, Air Line Pilots Association, concerning retirement age for airline pilots, and concerning the specific case which affects Captains Burns, Outrell and Rentz.

Sincerely yours,

C. R. Smith,
President

s

General Elwood Quesada,
Washington, D. C.

Mail to home address:

Dear Pete:

Here is the data which I promised to send you:

1. Results of the 707 training program;
2. Number of pilots already retired;
3. Age groups of line pilots now employed.

If there is additional information on this subject which you need please inform me.

Sincerely yours,



C. R. Smith

New York City
30 April 1959

SUMMARY OF LINE PILOTS TRAINED ON THE 707:

31 pilots have taken the course;
27 of the pilots passed the tests;
3 pilots failed to pass the tests;
1 pilot withdrew from class, after 22 hours of flying

Hours given in the right hand column are flying hours, and do not include simulator time.

Pilots who failed or withdrew:

<u>Seniority number</u>	<u>Age</u>	<u>Total training time</u>
43	57	33:00
45	56	22:00
48	54	35:15
55	53	36.25

Age and flight training required:

Ages 55 and above
and a low of 21:35;

An average of 30:10, with a high of 45.20

Ages 50 through 54
and a low of 17:50;

An average of 23:12, with a high of 36:25

Ages 45 through 49
and a low of 14:20;

An average of 22:12, with a high of 29:50

Ages 42 and 43
a low of 13:25.

An average of 18:30, with a high of 23:05 and

Note: To make this more mathematically correct, those who failed or withdrew should be taken from the list, and the averages should thereafter be re-calculated.

Summary of conclusions:

Records include check of 49 pilots; 18 supervisory pilots and 31 line pilots.

The number is too small for any final conclusions. The trends appear to be these:

1. When pilots have been especially selected; for intelligence, flying ability and qualifications of leadership, fewer of them will fail the tests and less training time will be required. Notice that none of the supervisory pilots failed to pass the tests. Notice the very much smaller amount of flying time required for the supervisory pilots, as contrasted with the line pilots, before they were able to pass the tests.

2. There appears to be a reasonably direct relationship between the age of the pilot and the training time required to qualify him, with longer training time required for the older pilots.

The relationship between age and training time is not so apparent in the records of the supervisory pilots, probably because they are an especially selected group.