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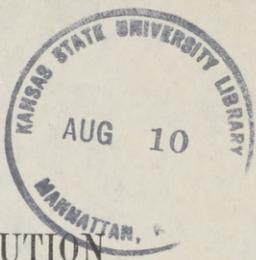
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SMITHSONIAN INSTITUTION

(NATIONAL AIR AND SPACE MUSEUM)

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HEARING

BEFORE THE

SUBCOMMITTEE ON

THE SMITHSONIAN INSTITUTION

OF THE

COMMITTEE ON

RULES AND ADMINISTRATION

UNITED STATES SENATE

EIGHTY-EIGHTH CONGRESS

SECOND SESSION

ON

S. 2602

A BILL TO AMEND PUBLIC LAW 722 OF THE 79TH CONGRESS,
AND PUBLIC LAW 85-935, RELATING TO THE NATIONAL AIR
MUSEUM OF THE SMITHSONIAN INSTITUTION

JUNE 22, 1964

Printed for the use of the Committee on Rules and Administration



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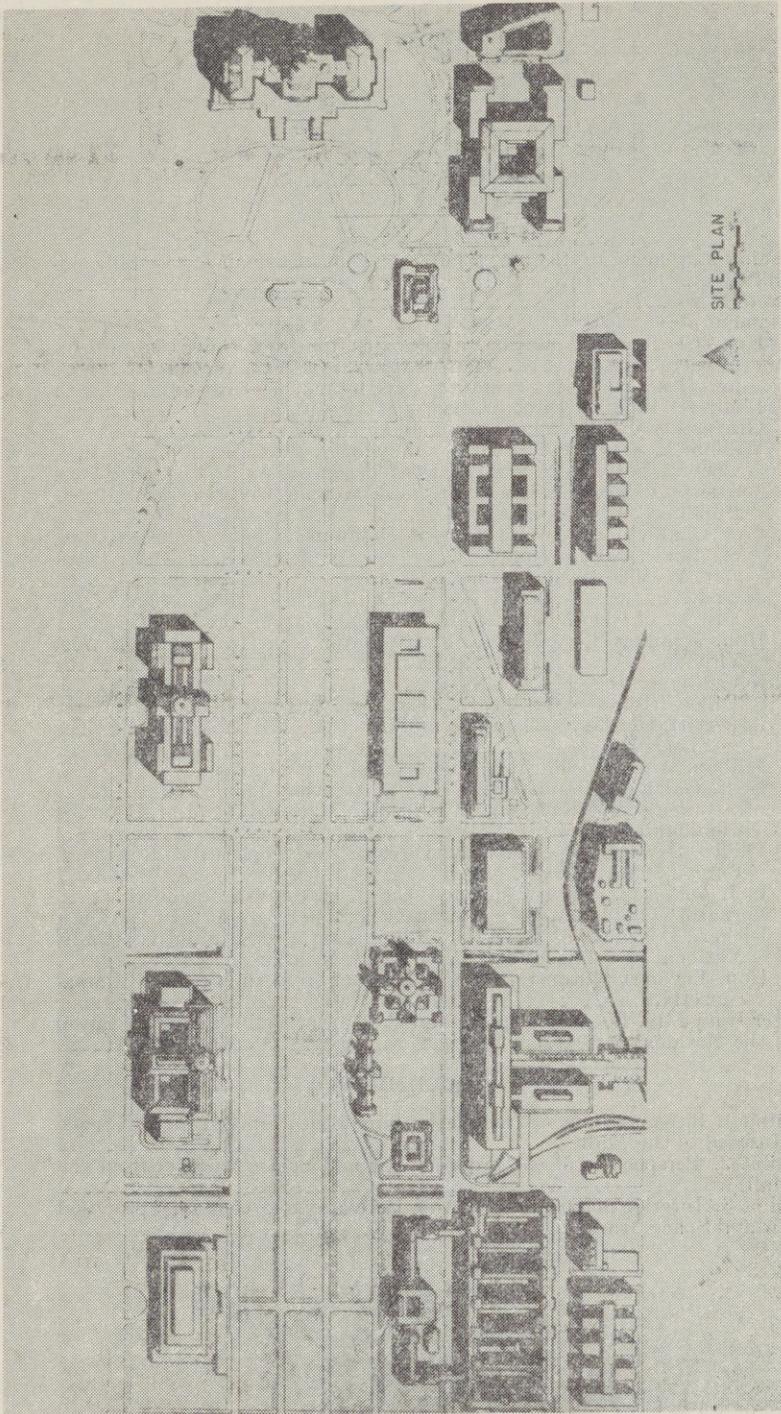
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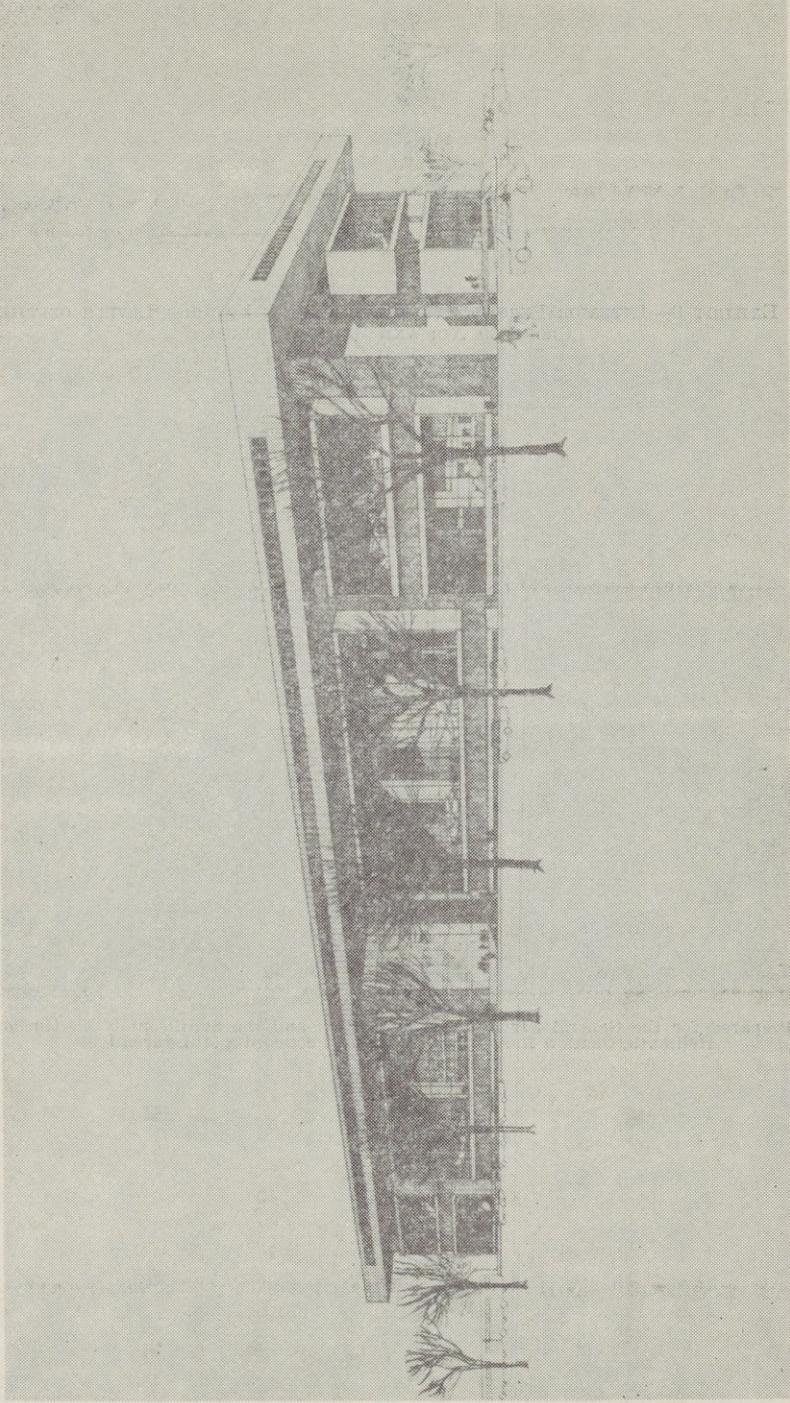
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EXHIBIT 1.—SITE PLAN SHOWING THE RELATIONSHIP OF THE PROPOSED AIR AND SPACE MUSEUM (IN CENTER OF PLAN) TO THE MALL.



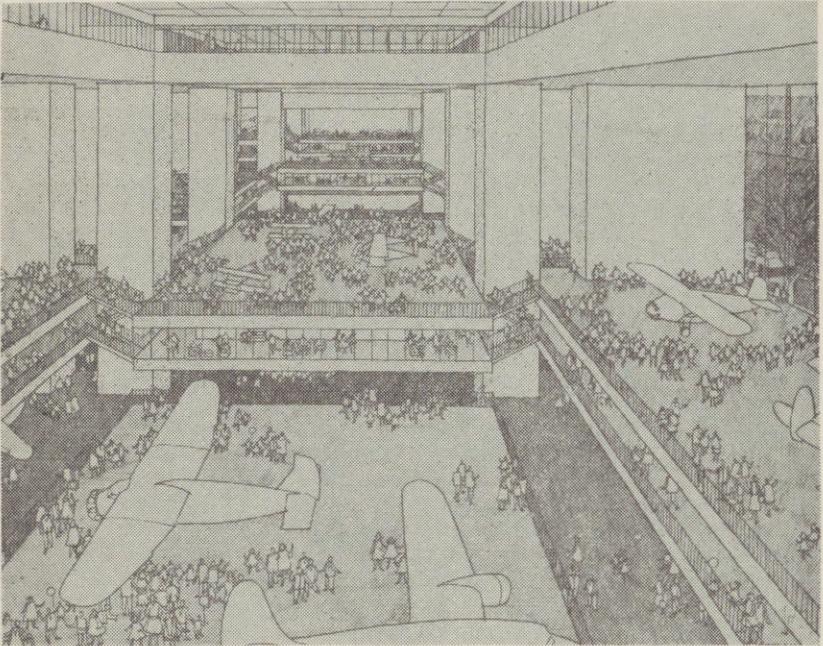
—Prepared for the General Services Administration and the Smithsonian Institution by Hellmuth, Obata & Kassabaum and Mills, Petticoard & Mills, architects.

EXHIBIT 2—PERSPECTIVE OF THE PROPOSED AIR AND SPACE MUSEUM FROM THE MALL



—Prepared for the General Services Administration and the Smithsonian Institution by Hellmuth, Obata & Kassabaum and Mills, Pettibord & Mills, architects.

EXHIBIT 3—INTERIOR PERSPECTIVE SHOWING THE VARIOUS LEVELS OF THE
PROPOSED AIR AND SPACE MUSEUM



—Prepared for the General Services Administration and the Smithsonian Institution by
Hellmuth, Obata & Kassabaum and Mills, Peticord & Mills, architects.

SMITHSONIAN INSTITUTION
(National Air and Space Museum)

MONDAY, JUNE 22, 1964

U.S. SENATE,
SUBCOMMITTEE ON THE SMITHSONIAN INSTITUTION
OF THE COMMITTEE ON RULES AND ADMINISTRATION,
Washington, D.C.

The subcommittee met, pursuant to notice, at 9:05 a.m., in room 301, Old Senate Office Building, Senator Claiborne Pell (chairman) presiding.

Present: Senator Pell.

Also present: Gordon F. Harrison, staff director; John P. Coder, printing and editorial assistant; Paul Goulding, administrative aide to Senator Pell; Livingston Biddle, special assistant to Senator Pell (Smithsonian affairs); and Marian G. Moore, assistant chief clerk.

Senator PELL. Today, as chairman of the Subcommittee on the Smithsonian Institution, I am pleased to open the hearings pertaining to the National Air Museum Amendments Act of 1964.

This bill, S. 2602, would amend Public Law 722 of the 79th Congress and Public Law 85-935, relating to the National Air Museum of the Smithsonian Institution. S. 2602 was introduced on March 6, 1964, by the distinguished senior Senator from New Mexico, Senator Clinton P. Anderson, and cosponsored by the able and public-spirited senior Senator from Massachusetts, Senator Leverett Saltonstall. Both Senators serve as Regents of the Smithsonian.

Part I of S. 2602 is concerned with changing the name of the National Air Museum, established in the act of August 12, 1946, to the "National Air and Space Museum." Part II of the bill would authorize construction of the museum building itself.

At this point I would like to insert into the record the full text of the bill.

(S. 2602 referred to is as follows:)

[S. 2602, 88th Cong., 2d sess.]

A BILL To amend Public Law 722 of the Seventy-ninth Congress, and Public Law 85-935, relating to the National Air Museum of the Smithsonian Institution

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That this Act may be cited as "the National Air Museum Amendments Act of 1964."

PART I—AMENDMENTS TO PUBLIC LAW 722 OF THE SEVENTY-NINTH CONGRESS

SEC. 2. Section 1 (a) of Public Law 722 of the Seventy-ninth Congress (60 Stat. 977) is amended to read as follows:

"(a) There is hereby established under the Smithsonian Institution a bureau to be known as a national air and space museum, which shall be administered by the Smithsonian Institution with the advice of a board to be composed of the

Chief of Staff of the Air Force, or his designee, the Chief of Naval Operations, or his designee, the Chief of Staff of the Army, or his designee, the Administrator of the National Aeronautics and Space Administration, or his designee, the Administrator of the Federal Aviation Agency, or his designee, the Secretary of the Smithsonian Institution, and two citizens of the United States appointed by the President from civilian life who shall serve at the pleasure of the President. The members of the board shall serve as such members without compensation but shall be reimbursed for travel, subsistence, and other necessary expenses incurred by them in the performance of their duties as members of the board."

SEC. 3. The first sentence of section 1(b) of Public Law 722 of Seventy-ninth Congress is amended by:

(1) inserting "and space" immediately following "national air" and before "museum"; and

(2) deleting "1923" and inserting in lieu thereof "1949" so as to read as follows:

"(b) The Secretary of the Smithsonian Institution with the advice of the board may appoint and fix the compensation and duties of the head of a national air and space museum whose appointment and salary shall not be subject to the civil service laws or the Classification Act of 1949, as amended."

SEC. 4. Section 2 of Public Law 722 of the Seventy-ninth Congress is amended by:

(1) inserting "and space" immediately after "national air" and before "museum";

(2) inserting "and space flight" immediately after "aviation" wherever "aviation" appears in said section; and

(3) inserting "and space flight" immediately following "aeronautical" and before "equipment"

so as to read as follows:

"SEC. 2. Said national air and space museum shall memorialize the national development of aviation and space flight: collect, preserve, and display aeronautical and space flight equipment of historical interest and significance; serve as a repository for scientific equipment and data pertaining to the development of aviation and space flight; and provide educational material for the historical study of aviation and space flight."

SEC. 5. Section 3 of Public Law 722 of the Seventy-ninth Congress is amended by inserting "and space" immediately after "national air" and before "museum" wherever "national air museum" appears in the said section, so as to read as follows:

"SEC. 3. The Secretary of the Smithsonian Institution with the advice of the advisory board is hereby directed to investigate and survey suitable lands and buildings for selection as a site for said national air and space museum and to make recommendations to Congress for the acquisition of suitable lands and buildings for said national air and space museum."

SEC. 6. The second sentence of section 4(a) of Public Law 722 of the Seventy-ninth Congress is amended by deleting "three" and inserting in lieu thereof "five" so as to read as follows: "The board may function notwithstanding vacancies and five members of the board shall constitute a quorum for the transaction of business."

SEC. 7. Section 4(b) of Public Law 722 of the Seventy-ninth Congress is amended by inserting "and space" immediately after "national air" and before "museum" so as to read as follows:

"(b) The Smithsonian Institution shall include in its annual report of its operation to Congress a statement of the operations of said national air and space museum, including all public and private moneys received and disbursed."

SEC. 8. Section 5(a) of Public Law 722 of the Seventy-ninth Congress is amended by:

(1) inserting "and space" immediately after "national air" and before "museum";

(2) inserting "spacecraft" and a comma immediately after "aircraft"; and before "aircraft parts";

(3) inserting "and spacecraft" immediately after "aircraft" in the phrase "aircraft parts"; and

(4) inserting "and space flight" immediately after "aeronautical" and before "equipment."

so as to read as follows:

"SEC. 5. (a) The heads of executive departments of the Government are authorized to transfer or loan to said national air and space museum without charge therefor aircraft, spacecraft, aircraft and spacecraft parts, instruments, engines, or other aeronautical and space flight equipment or records for exhibition, historical or educational purposes."

SEC. 9. Section 5(b) of Public Law 722 of the Seventy-ninth Congress is amended by inserting "and space" immediately after "national air" and before "museum" so as to read as follows:

"(b) The Secretary of the Smithsonian Institution, with the advice of the Commission of Fine Arts, is authorized (1) to accept as a gift to the Smithsonian Institution from George H. Stephenson, of Philadelphia, Pennsylvania, a statue of Brigadier General William L. Mitchell of such character as may be deemed appropriate, and (2) without expense to the United States, to cause such statue to be erected at a suitable location on the grounds of the national air and space museum."

SEC. 10. Section 6 of the Public Law 722 of the Seventy-ninth Congress is amended by inserting "and space" immediately after "national air" and before "museum" so as to read as follows:

"SEC. 6. There is hereby authorized to be appropriated the sum of \$50,000 for the purpose of this Act and there are hereby authorized to be appropriated annually hereafter such sums as may be necessary to maintain and administer said national air and space museum including salaries and all other necessary expenses."

PART II—AMENDMENTS TO PUBLIC LAW 85-935

SEC. 11. Section 1 of Public Law 85-935 (72 Stat. 1794) is amended by:

(1) deleting "for the construction of" and inserting in lieu thereof "and to construct"; and

(2) inserting "and Space" immediately following "National Air" and before "Museum."

so as to read as follows:

"That the Regents of the Smithsonian Institution are hereby authorized and directed to prepare plans, including drawings and specifications, and to construct a suitable building for a National Air and Space Museum (with requisite equipment, approaches, architectural landscape treatment of the grounds, and connections with public utilities and the Federal heating system) for the use of the Smithsonian Institution, to be located on that part of reservation which is bounded by Fourth Street Southwest on the east, Seventh Street Southwest on the west, Independence Avenue on the south, and Jefferson Drive on the north, title to which is in the United States."

SEC. 12. Section 4 of Public Law 85-935 is amended by:

(1) deleting "shall" and inserting in lieu thereof "may"; and

(2) by adding the following sentence at the end of the section: "When so specified in the pertinent appropriation Act, amounts appropriated under this authorization are available without fiscal year limitation."

so as to read as follows:

"That there are hereby authorized to be appropriated such sums as may be necessary to carry out the provisions of this Act: *Provided*, That appropriations for this purpose, except such part as may be necessary for the incidental expenses of the Regents of the Smithsonian Institution in connection with this project, may be transferred to the General Services Administration for the performance of the work. When so specified in the pertinent appropriation Act, amounts appropriated under this authorization are available without fiscal year limitation."

Senator PELL. According to a statement, dated May 25, 1964, from Dr. S. Dillon Ripley, Secretary of the Institution, the total appropriation which would be requested by the Smithsonian as the result of the enactment of this legislation is \$40,045,000. At this point, I would

like to insert in the record Dr. Ripley's statement, together with other pertinent reports from the Department of the Air Force, the Commission of Fine Arts, the Federal Aviation Agency, the National Capital Planning Commission, the Bureau of the Budget, the U.S. Civil Service Commission, the General Services Administration, and the National Aeronautics and Space Administration.

(The documents referred to are as follows:)

SMITHSONIAN INSTITUTION,
Washington, D.C., May 25, 1964.

HON. CLAIBORNE PELL,

Chairman, Subcommittee on the Smithsonian Institution, Committee on Rules and Administration, U.S. Senate, Washington, D.C.

DEAR SENATOR PELL: Thank you for your request of April 22, 1964, for the views of the Smithsonian Institution on S. 2602, a bill to amend Public Law 722 of the 79th Congress, and Public Law 85-935, relating to the National Air Museum of the Smithsonian Institution.

Part I of this legislation relates to amendments to the act of August 12, 1946, which established the National Air Museum. The primary purpose of these amendments is to change the name of the National Air Museum to the "National Air and Space Museum" and to provide that this Smithsonian Institution bureau shall have the same functions with respect to space objects as it now has with regard to aviation objects.

Part II of this legislation relates to amendments to the act of September 5, 1958, which authorized the preparation of plans and designated a site on the Mall (Fourth to Seventh Streets, Independence Avenue to Jefferson Drive) for a National Air Museum Building. The primary purpose of this part is to authorize construction of the museum building.

Technical amendments in both parts are included dealing with (1) increased membership on the National Air Museum Advisory Board; (2) reimbursement of travel expenses of Board members; (3) increasing the quorum requirement for Board meetings; (4) nonapplication of the Classification Act to the salary of the Director of the Museum; (5) permissive transfer of construction funds to the General Services Administration; (6) and availability of construction funds without fiscal year limitation.

The construction of a suitable building to house the Nation's air and space collections has been a long-awaited event. The tremendous public interest in these collections is demonstrated by the great crowds visiting the existing small hangar located behind the Smithsonian Building. This small exhibit, representing less than 5 percent of the Smithsonian's air and space collections, was visited in 1963 by 2,674,000 visitors, from every State in the Union. On a single day, 38,000 visitors crowded through the building.

The museum will make possible for the first time a comprehensive presentation to the public of notable air and space exhibits. It will also present the mathematics, physics, fuel chemistry, metallurgy, and broad engineering bases of aeronautics and space exploration. The educational and inspirational character of these exhibits will find a response in the interest and enthusiasm of American youth in air and space science. Only by the display of original aircraft and spacecraft from the national collections can the millions of visitors each year relive notable events in our national history, and gain an understanding of the underlying principles of science and technology which have made possible our achievements in this field.

Planning funds for this museum building in the amount of \$511,000 are available in the current fiscal year and a planning contract has been awarded to the architectural firm of Hellmuth, Obata & Kassabaum. A request for an appropriation of \$1,364,000 to complete planning is carried in the President's budget for 1965, and in the Interior and related agencies appropriation bill for fiscal year 1965 which has passed the House of Representatives and has been favorably reported by the Senate Appropriations Committee. In order that a request for construction funds may be submitted next fall for inclusion in the budget for fiscal year 1966, it is necessary to have legislative authorization for construction during the current session of Congress.

The total appropriation which would be requested by the Smithsonian Institution as the result of the enactment of this legislation is \$40,045,000. This figure represents the estimated total construction cost of the proposed National Air and Space Museum Building. Estimated expenditures of the Smithsonian In-

stitution for the next 5 fiscal years which would result from such an appropriation are as follows:

1966	\$4,900,000
1967	12,300,000
1968	16,700,000
1969	6,145,000
1970 (estimate of 1st year's operating costs)	2,200,000

This legislation is recommended by, or is without objection to, the Department of the Air Force, the Commission of Fine Arts, the Federal Aviation Agency, the General Services Administration, and the National Aeronautics and Space Administration, whose reports are enclosed for the information of your committee.

On April 28, 1964, the Commission of Fine Arts approved the preliminary design of the proposed museum building. On May 8, 1964, the National Capital Planning Commission approved the location of the building on the Mall site and the preliminary design of the building, including its height, bulk, and size, and the provisions for open space in and around the building.

The Bureau of the Budget has advised that there is no objection from the standpoint of the administration's program to the presentation to the Congress of this report, provided section 3(2) (b) relating to the application of the Classification Act to the salary of the Director of the National Air and Space Museum is deleted.

This legislation has the approval of the Board of Regents of the Smithsonian Institution, and was introduced in the Senate by Senator Anderson, for himself and Senator Saltonstall, both Regents of the Smithsonian. Similar legislation, House Joint Resolution 940, was introduced in the House of Representatives by the late Congressman Clarence Cannon, also a Regent of the Smithsonian.

The Smithsonian Institution urgently requests favorable legislative action on S. 2602 in order that construction may be authorized of this national historical museum for which plans and specifications are now in preparation.

Sincerely yours,

S. DILLON RIPLEY, *Secretary.*

DEPARTMENT OF THE AIR FORCE,
OFFICE OF THE SECRETARY,
Washington, May 5, 1964.

HON. KERMIT GORDON,
Director, Bureau of the Budget.

DEAR MR. DIRECTOR: Reference is made to your request for the views of the Department of Defense on a draft bill submitted by the Smithsonian Institution entitled "To amend Public Law 722 of the 79th Congress, and Public Law 85-935, relating to the National Air Museum of the Smithsonian Institution." The Secretary of Defense has delegated to this Department the responsibility for expressing the views of the Department of Defense.

The purpose of this proposed legislation is to amend Public Law 722 of the 79th Congress and Public Law 85-935 which would change the name of the National Air Museum to the "National Air and Space Museum"; to provide this Smithsonian bureau with the same functions with respect to space objects as it now has with regard to aviation objects; to authorize construction of the museum building; and certain technical amendments necessary to accomplish these main purposes.

The Department of the Air Force, on behalf of the Department of Defense, concurs in this proposed legislation. In addition, the following technical comment is offered: Part I—Amendments to Public Law 722 of the 79th Congress, the item in parentheses at the beginning of the second line following should read: "(60 Stat. 997)" rather than "(60 Stat. 977)".

It is recommended that the words "the Commandant of the Marine Corps, or his designee," be inserted in line 9 of section 2 of the draft bill, after the words "the Chief of Staff of the Army, or his designee,".

This report has been coordinated within the Department of Defense in accordance with procedures prescribed by the Secretary of Defense.

Sincerely,

ROBERT H. CHARLES,
Assistant Secretary of the Air Force
(Installations and Logistics).

THE COMMISSION OF FINE ARTS,
Washington, April 28, 1964.

HON. KERMIT GORDON,
Director, Bureau of the Budget,
Washington, D.C.

DEAR MR. GORDON: I am writing in reply to the request of Mr. W. H. Rommel, Assistant Director for Legislative Reference, for the views of the Commission of Fine Arts on a draft bill proposed by the Smithsonian Institution to amend Public Law 722 of the 79th Congress and Public Law 85-935, relating to the National Air Museum of the Smithsonian Institution. The primary purpose of the bill would be to change the name of the museum to the "National Air and Space Museum" and to authorize the construction of the building on the Mall site designated under Public Law 85-935.

The Commission of Fine Arts reviewed the proposed design for the meeting on April 14. The members of the Commission unanimously approved the general concept, massing, and location of the building. They were of the opinion that the proposed structure would meet the requirements of a National Air and Space Museum on the Mall.

Consequently, the Commission of Fine Arts has no objection to the draft bill and recommends that it be presented to Congress so that construction of the museum may be authorized.

For the Commission of Fine Arts:

Sincerely yours,

WILLIAM WALTON, *Chairman.*

THE COMMISSION OF FINE ARTS,
Washington, April 28, 1964.

MR. BERNARD BOUTIN,
Administrator, General Services Administration,
Washington, D.C.

DEAR MR. BOUTIN: The Commission of Fine Arts, at its meeting on April 14, considered the preliminary designs for the National Air Museum on a location south of the Mall across from the National Gallery of Art.

The Commission, as you know, has previously expressed reservations about the appropriateness of this institution on the Mall and whether the space would be adequate for such big displays. While these may still be legitimate questions, the problem of obtaining a building architecturally suited to this location is more important in the Commission's view and could, with a good enough solution, offset other objections to the program.

The design presented by Mr. Obata appears to meet this criteria. The massing and general proportions related well to other buildings along the Mall, and such elements as the cross axis established by the main entrance to the National Gallery would be reflected in the plans of the new building. In short, the architectural expression seems to fit the context of the building very well.

We will, of course, be concerned with the detailed development of the design, the materials, the fenestration, the interior public spaces, etc. At this stage of development, however, the Commission is optimistic over the final outcome of the design, and congratulates you on your choice of the architect.

For the Commission of Fine Arts:

Sincerely yours,

WILLIAM WALTON, *Chairman.*

FEDERAL AVIATION AGENCY,
OFFICE OF THE ADMINISTRATOR,
Washington, D.C., March 23, 1964.

HON. KERMIT GORDON,
Director, Bureau of the Budget,
Washington, D.C.

DEAR MR. GORDON: This is in reply to your request of March 6, 1964, for the views of this agency with respect to the Smithsonian Institution draft bill, to amend Public Law 722 of the 79th Congress, and Public Law 85-935, relating to the National Air Museum of the Smithsonian Institution.

The Federal Aviation Agency is in agreement with the proposed legislation.
Sincerely,

N. E. HALABY, *Administrator.*

NATIONAL CAPITAL PLANNING COMMISSION,
Washington, D.C., May 21, 1964.

Mr. S. DILLON RIPLEY,
Secretary, Smithsonian Institution,
Washington, D.C.

DEAR MR. RIPLEY: The National Capital Planning Commission, at its meeting on May 8, 1964, reviewed the requests of the General Services Administration and the Smithsonian Institution for its comments on the design of the National Air and Space Museum to be located on the Mall between 4th and 7th Streets SW.

The Commission was impressed with the quality of the design and the concern shown by the architect to properly relate this structure to those on the Mall, consistent with our mutual goal of maintaining the beauty of the Mall, and adopted the following report:

"The Commission has reviewed the preliminary building design for the National Air and Space Museum submitted in accordance with section 5(a) of the National Capital Planning Act of 1952. On the basis of information furnished to the Commission since the Commission meeting on April 2 and further study by the staff of the Commission and with the understanding that the building will not be enlarged or expanded after its completion, the Commission approves the location of the building on the Mall site and the preliminary design therefor, including its height, bulk, and size and the provision for open space in and around the building."

The report of the Commission does not constitute approval of the location, height, bulk, number of stories, and size, and the provision for open space in and around the building pursuant to section 16 of the act of June 20, 1938 (52 Stat. 802). The Commission will be pleased to review the project for such "in lieu of zoning" approval at an early meeting.

We appreciate the close working relationship between the architects for the project and our staff; it has immeasurably aided our review of the project.

Sincerely yours,

ELIZABETH ROWE,
Mrs. James H. Rowe, Jr.,
Chairman.

EXECUTIVE OFFICE OF THE PRESIDENT,
BUREAU OF THE BUDGET,
Washington, D.C., May 13, 1964.

HON. S. DILLON RIPLEY,
Secretary, Smithsonian Institution,
Washington, D.C.

(Attention: Mr. James C. Bradley, room 228, Smithsonian Building).

DEAR MR. RIPLEY: This will acknowledge your letter of February 26, 1964, transmitting a draft bill to amend Public Law 722 of the 79th Congress, and Public Law 85-935, relating to the National Air Museum of the Smithsonian Institution, which you desire to present to the Congress.

There would be no objection, from the standpoint of the administration's program, to the presentation to the Congress of your proposed draft bill authorizing construction of the museum building and making certain other changes, provided section 3(2)(b) is deleted. The Civil Service Commission opposes exempting the Director of the National Air and Space Museum from the civil service laws and the Classification Act of 1949. The Bureau concurs in this recommendation.

In the course of our review of this legislation several minor and technical amendments were suggested by some of the interested agencies. Copies of these letters are enclosed for your information.

Sincerely yours,

PHILLIP S. HUGHES,
Assistant Director for Legislative Reference.

U.S. CIVIL SERVICE COMMISSION,
Washington, D.C., May 13, 1964.

Mr. PHILLIP S. HUGHES,
Assistant Director for Legislative Reference,
Bureau of the Budget.

DEAR MR. HUGHES: This is in response to your request of May 6, 1964, for our views on a draft bill prepared by the Smithsonian Institution to amend Public Law 722 of the 79th Congress and Public Law 85-935, relating to the National Air Museum of the Smithsonian Institution.

Section 3 of the draft bill, which amends section 1(b) of Public Law 722, contains the only provision of administrative concern to the Commission. The agency's letter to the Bureau of the Budget states that one of the purposes of the proposed legislation is "to clarify that the salary and appointment of the Director of the National Air Museum are not subject to the civil service laws or the Classification Act of 1949." Under existing statutory provisions, however, the position of the head of this museum is subject to the Classification Act although the agency has apparently assumed otherwise and has been fixing its salary administratively.

The Commission opposes the proposed amendment to exempt this position from the Classification Act of 1949.

Section 1 of Public Law 722, August 12, 1946, provided for the establishment of a bureau under the Smithsonian Institution to be known as a National Air Museum. Subsection (b) provided that the salary for the head of this museum would not be subject to the "Classification Act of 1923, as amended."

Subsequently this exemption was made obsolete by the enactment of the Classification Act of 1949. Section 1106 of that statute permitted the substitution of the 1949 act in references to the 1923 act only if it did not affect coverage and exemptions. In other words, a former provision authorizing an agency to fix compensation "without regard to the Classification Act of 1923, as amended" could be translated into the phrase "without regard to the Classification Act of 1949" only if a question of coverage or exemption was not involved, or if the agency or positions involved were exempted under the provisions of title II of the new act. One of the primary purposes of this section was to bring under the 1949 act many positions which had been exempted from its predecessor by special provisions like that in section 1(b) of Public Law 722.

The information which we have available indicates that the Smithsonian Institution apparently did not establish a position as head of the National Air Museum under Public Law 722 until about 1957 or 1958. Since that time Public Law 722 has consistently been cited as the authority for fixing the salary administratively. The fact that the position was not being compensated under the proper statutory provisions did not come to the attention of appropriate Commission officials, however, until this draft bill was presented for consideration.

The Commission is generally opposed to exempting individual positions from the Classification Act of 1949, as amended, by special legislation. Title II of that statute was intended to be flexible enough to permit the exclusion of positions for which its classification and pay plans would not be appropriate. We find no compelling reason why the head of the National Air Museum should not be compensated under the same statutory schedule as other bureau heads in the Smithsonian Institution and in other Federal agencies. To our knowledge, the only position in the Smithsonian Institution currently excepted from the Classification Act by special legislation is that of the Director of the National Portrait Gallery under Public Law 87-443, April 27, 1962. We were not requested to comment on this provision before it was enacted.

For the above reasons, we recommend that the amendment proposed in paragraph (2) of section 3 of the draft bill be deleted. The obsolete language in section 1(b) of Public Law 722 could be removed by striking out in the first sentence the words "and salary" and "or the Classification Act of 1923, as amended". This would not change the current provisions of that section.

By direction of the Commission :

Sincerely yours,

L. J. ANDOLSEK, *Acting Chairman.*

GENERAL SERVICES ADMINISTRATION,
Washington, D.C., April 27, 1964.

Hon. KERMIT GORDON,
Director, Bureau of the Budget,
Washington, D.C.

DEAR MR. GORDON: By legislative referral memorandum dated March 6, 1964, your Bureau requested the views of the General Services Administration on a draft bill proposed by the Smithsonian Institution to amend Public Law 722 of the 79th Congress, and Public Law 85-935, relating to the National Air Museum of the Smithsonian Institution.

The purposes of the bill are to change the name of the National Air Museum, to authorize the construction of its building, and to make certain other changes

to the act of August 12, 1946 (60 Stat. 997), and the act of September 6, 1958 (72 Stat. 1794).

Section 3 of the act of September 6, 1958, provides that the preparation of drawings and specifications for the building of a National Air Museum and all work incidental thereto shall be under the supervision of the Administrator of General Services in accordance with provisions of the Public Buildings Act of May 25, 1926, as amended. Section 4 authorizes the appropriation to the Regents of the Smithsonian Institution of such sums as may be necessary to carry out the provisions of the act, provided that with the exception of sums necessary for incidental expenses of the Regents, such appropriations "shall be transferred to the General Services Administration for the performance of the work." Section 12 of the draft bill would change the word "shall" in the above quotation to "may".

The proposed change of wording cited above would be consistent with section 210(c) of the Federal Property and Administrative Services Act of 1949, as amended (40 U.S.C. 490(c)), which authorizes the Administrator of General Services at the request of any Federal agency to prepare plans and specifications, and to contract for and to supervise the construction, development, and equipping of buildings for such agency on a reimbursable basis.

In accordance with section 3 of the act of September 6, 1958, GSA has proceeded to the point of negotiating a contract for architectural services for the purpose of obtaining drawings and specifications of the building. Accordingly, we believe it would be logical and would contribute to economy and efficiency for GSA to assist the Smithsonian Institution further in connection with the construction of the National Air and Space Museum.

Since the enactment of this proposed measure would not preclude such assistance, and would authorize the reimbursement of GSA for services rendered pursuant to section 210(c) of the property act, GSA has no objection to the proposed bill.

The effect of the enactment of this measure upon the budgetary requirements of GSA cannot be estimated at this time.

Sincerely yours,

BERNARD L. BOUTIN, *Administrator.*

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION,
OFFICE OF THE ADMINISTRATOR,
Washington, D.C., April 14, 1964.

Mr. PHILLIP S. HUGHES,
*Assistant Director for Legislative Reference,
Bureau of the Budget,
Washington, D.C.*

DEAR MR. HUGHES: This replies to the request of Mr. W. H. Rommel for the views of the National Aeronautics and Space Administration on the Smithsonian Institution draft bill to amend Public Law 722 of the 79th Congress, and Public Law 85-935, relating to the National Air Museum of the Smithsonian Institution.

The proposed legislation which would be cited as the National Air Museum Amendments Act of 1964 would amend the act of August 12, 1946, 60 Stat. 997, which established the National Air Museum within the Smithsonian Institution, and the act of September 6, 1958, 72 Stat. 1794, which authorized the preparation of plans for a suitable building and designated the site for the museum.

The amendments of the act of August 12, 1946, would change the name of the National Air Museum to National Air and Space Museum and provide that this Smithsonian bureau would have the same functions over space objects as it now has over aviation material. Technical amendments, among other things, would increase the membership of the museum Advisory Board to include the Administrators of the National Aeronautics and Space Administration and the Federal Aviation Agency and provide for reimbursement for travel and other necessary expenses for the Advisory Board.

The amendments of the act of September 6, 1958, would authorize construction of the museum building which would be renamed the National Air and Space Museum. Provision would be made that appropriations "may" rather than "shall" be transferred to the General Services Administration and that construction appropriations would remain available until expended.

The Smithsonian Institution has undertaken to collect, preserve, and display space objects and equipment under an arrangement with the National Aeronautics and Space Administration. Under this arrangement it has been felt that full display and protection was being given memorabilia relating to space activities of the United States. As a clarification of the existing authority for the Smithsonian to function as a repository for space objects the National Aeronautics and Space Administration recommends that the executive branch support the legislation.

Section 2, part I of the bill amends the act of August 12, 1946, 60 Stat. 997, to provide for the establishment under the Smithsonian Institution for " * * * a bureau to be known as a national air and space museum * * *." It would seem that the bureau deserves to be known as the National Air and Space Museum and that this capitalization should continue throughout the bill.

In section 4, part I of the bill, which changes the functions of the museum to include space flight preservation and display, it is suggested that the word "Said" be replaced by "The."

Section 5, part I of the bill which relates to site selection could presumably be deleted as a site has been selected and has been approved by Congress.

Section 8, part I of the bill would authorize the heads of executive departments to transfer or loan aircraft or spacecraft and the like to the museum. To preclude executive departments from being interpreted to include only the 10 Cabinet-rank departments, it is suggested that language be revised to include independent agencies of the Government.

Very truly yours,

RICHARD L. CALLAGHAN,
Assistant Administrator for Legislative Affairs.

Senator PELL. While various amendments are suggested in these statements, in essence they express favorable views toward the legislation under consideration. It would seem most appropriate that in our so-called space age, recognition of space exploration and resulting technological advances in this area should be included in the title for significant exhibits dealing with the concept of flight. It would also seem most appropriate that such exhibits should be housed in the best possible fashion for public display—because of the great numbers of visitors coming to Washington, because of the education and inspiration properly displayed exhibits can provide, and because of our country's illustrious record in aeronautical and space pioneering and the future goals we have before us in these important fields.

I would like now to welcome the various witnesses who are to testify on these matters of great timeliness. The distinguished Senator from New Mexico, Senator Clinton P. Anderson, has just come in, and he will be our first witness. Senator Anderson, would you please proceed with your statement?

STATEMENT OF HON. CLINTON P. ANDERSON, A U.S. SENATOR FROM THE STATE OF NEW MEXICO

Senator ANDERSON. Thank you, Mr. Chairman, I appreciate this opportunity, and I will be brief, for I have another engagement.

Six years ago the Congress authorized and directed the Regents of the Smithsonian Institution to prepare plans for the construction of a suitable building for a National Air Museum for the use of the Smithsonian Institution. The Congress at that time also directed that the building be located on a site on the Mall bounded by Fourth Street, Seventh Street, Independence Avenue, and Jefferson Drive. I am pleased to say that I introduced and worked for the enactment of that legislation, which became Public Law 85-935 upon its approval on September 6, 1958.

On March 6 of this year, I introduced for myself and Senator Saltonstall the legislation being considered this morning, S. 2602, at the request of the Board of Regents of the Smithsonian Institution. Part I of this legislation is needed primarily to change the name of the "National Air Museum" to the "National Air and Space Museum" and to provide that the museum shall have the same functions with respect to space as it has under existing law with regard to aviation. Part II of S. 2602 is needed primarily to authorize construction of the museum building.

The legislation approved September 6, 1958, which authorized the preparation of plans and specifications and which designated the Mall site for the Air Museum, provides a firm statutory basis for proceeding with S. 2602, the legislation now before the Congress. Studies of the functional requirements of the building for exhibition of the national collection of air and space craft have progressed to the point that the architectural design and layout of the museum are rapidly becoming fixed. Plans and specifications are being prepared under an appropriation already passed by the Congress (\$511,000 in 1964) and the remainder of the planning appropriation (\$1,364,000) is carried in the Smithsonian Institution's 1965 appropriation bill as passed by the House and as recommended by the Senate Committee on Appropriations. It is timely, therefore, that this committee and the Congress now consider the authorization of construction in order that development of this truly national project may proceed to completion.

As one of the six congressional members of the Board of Regents of the Smithsonian Institution, I should emphasize the significant role that the Congress of the United States has played through the decades in the development of the Institution. Congress first debated the purposes of the bequest of James Smithson over a century ago, in 1835. The basic law that created and still governs the Smithsonian has proved over the years to be an effective charter for a great and free institution which operates as what has been well termed "a ward" of the Congress of the United States.

The appropriation of funds last year to initiate the design of this building was based on the recognition by the Members of Congress of the need of providing in the Capital of our Nation a proper place for the study and display of our national historical collections of air and space objects. When constructed on its Mall site, this building will become a part of the world-famous Smithsonian complex of museums and art galleries now located in "Smithsonian Park," as some of the old maps describe this part of the Mall. There our collection of air and space craft will be readily accessible to the millions of visitors coming to the Smithsonian each year from every State in the Union.

When we built the new Museum of History and Technology we prophesied how many people would visit it. Well, we were off by a large figure on the underside. Many more people came to visit the museum, more than any of us contemplated at the time, and I think that the same thing may happen here. This location for the museum is of paramount importance. Only by placing it where the visitors are accustomed to going will the superb historical exhibits be enjoyed by the greatest numbers of people.

Throughout our country, some 5,000 museums of all kinds are being intensively used by more than 200 million visitors every year. The

Smithsonian Institution alone received 12 million visitors in its Mall complex last year. These museums which are so concerned with the preservation of our cultural heritage are equally concerned with creating an environment for the encouragement of the cultural development of the entire community of which they form so important a part.

The authorization of the construction of the National Air and Space Museum, as contemplated in S. 2602, will serve admirably to carry out the high purpose of the act of August 12, 1946, which established the National Air Museum. With the amendments now proposed by S. 2602, the act would establish the National Air and Space Museum of the Smithsonian Institution—

To memorialize the national development of aviation and space flight;
To preserve and display aeronautical and space flight equipment of historical significance;

To serve as a repository for scientific equipment and data pertaining to the development of aviation and space flight; and

To provide educational material for the historical study of aviation and space flight.

Your favorable consideration of S. 2602 is most urgently requested.

I would like to say, Mr. Chairman, that I have been privileged to look at the plans that have been developed and I think that a very remarkable result has been obtained. Many of us were very worried as to how to display small and big aircraft in the same building and have them all put together, but I think that the plan that has been worked out is admirable in every way and we are just delighted with the way things are moving along.

I use the term "Smithsonian Park" because in the early days it was considered that everything from the Capitol almost over to the Washington Monument was a part of the Smithsonian. Then, attempts were made to move into the area and now we see in the newspapers a great display of how Pennsylvania Avenue would be revised and designed. This is the last great site remaining, and I am sure that the members of the Board of Regents of the Smithsonian, and I speak as one of the congressional members, are to be highly congratulated and I am sure they are greatly gratified at how this is moving forward. I am very pleased with the report that Congress has been given. As a matter of fact, I hope that we can get together the many, many functions that the Congress has made under the Smithsonian grant.

When Mr. Smithson left his half a million dollars for the increase in knowledge and various other things, I am sure that no one believed that it would grow as it has today with about a billion dollars of value—all sorts of treasures, and it has grown over the years. I am merely asking the committee to permit that to happen with regard to aviation and space as well as in these other fields, and I am sure that the people who watch over the Smithsonian will see to it that you get the same results with this new building as with the others.

Senator PELL. Thank you, Senator. I have one question that I think is important for the record. The advisory board for the museum proposed in the legislation would be primarily civilian; isn't that correct?

Senator ANDERSON. Yes.

Senator PELL. I notice that four of the board members of the nine proposed, including the suggested inclusion of the Commandant of the Marine Corps, are from the military. Do you think that is perhaps relatively a large number?

Senator ANDERSON. Well, that gets us into another subject. At one time President Eisenhower had in mind a building to symbolize the construction and developments of war. We wanted to show the results of war construction as well as peace construction, and one of the former President's very dear friends was constantly advocating construction of this building. At that time there was recognition of the military aspects, which were of extreme importance.

Now, perhaps it might look as if this was overloaded with military people. But at the same time it should be remembered how many very wonderful airplanes have been developed through the cooperation of the military. Even the old DC-3 that was the backbone of the aviation industry in this country for some years, and which was the sole airplane, almost, in which people could ride with comfort, was developed in great part by the military. The new jets were worked out by the military and nearly every one of our planes has been worked out in that fashion and so therefore it is extremely important to preserve what the military has contributed and this is an effort in order to make sure that in the development and the building of our aircraft industry, we do not lose sight of the great contributions that the military has made through airplanes in the United States—at least, that is my estimation.

Perhaps others may have a different feeling, but that is my own feeling, that the military have done a great job and we all should be extremely grateful to them for their contribution. American might in the air is a wonderful thing, and the military have had a great and dominant part in that development.

Senator PELL. Nevertheless, the general thrust should be toward the future, and, particularly in connection with space, should not civilian development be emphasized?

Senator ANDERSON. Of course, in space, for example, we have even declared its purpose, and I am sure that those people from the military who are in this field will not subvert the purpose of this, as far as space is concerned. I have had some extremely interesting and profitable discussions many times with the military people on the basis of our space program and I am not at all worried about those people on the Board. I am sure that they will keep it within the right bounds.

Senator PELL. Thank you very much, Senator Anderson.

Senator ANDERSON. I appreciate your giving me this chance to proceed so that I can get back to fulfill another engagement.

Senator PELL. We have a statement from Senator Saltonstall which will be inserted in the record at this point.

(The statement referred to is as follows:)

STATEMENT OF HON. LEVERETT SALTONSTALL, A U.S. SENATOR FROM THE STATE OF MASSACHUSETTS

I am pleased to have this opportunity to express my views on S. 2602, the National Air Museum Amendments Act of 1964, which is now being considered by this Subcommittee on the Smithsonian Institution. As a cosponsor of this bill and a Regent of the Smithsonian, I am very much interested in its passage.

We are now experiencing one of the most progressive eras in American history. In keeping with the Smithsonian Institution's tradition of recording the story of our Nation's achievements through the ages, I feel that it is most important to preserve for future generations examples of the air and space craft which marked the beginnings of this space age we now live in. The first rockets, invented by Dr. Robert Goddard, who was a native son of my home State of Massachusetts, the capsules in which our astronauts made their first

flights into space, as well as airplanes such as the *Kitty Hawk* and Lindbergh's *Spirit of St. Louis* could all have a proper place in such a museum. Other exhibits showing the principles of air and space flight and the achievements made in this field both in the past and present would also have much meaning for youngsters and adults from all parts of the country.

Preliminary planning for an Air Museum has already been started, and an appropriation request to complete these initial steps is carried in the fiscal 1965 budget. However, in order that a request for construction funds may be submitted for inclusion in the budget next fall, legislative authorization for the money must be approved this session.

I voted with the Board of Regents of the Smithsonian Institution to approve this legislation, and the Department of the Air Force, the Commission of Fine Arts, the National Gallery of Art, the Federal Aviation Agency, the General Services Administration, the National Aeronautics and Space Administration, and the Bureau of the Budget all have advised the Secretary of the Smithsonian, Mr. Ripley, that they have no objection to enactment of this proposal.

For this reason, and because I believe that an Air and Space Museum can make a significant contribution to the Smithsonian Institution's collections, I urge the members of this subcommittee to give S. 2602 a favorable report.

Senator PELL. We will now hear from Mr. Bradley, Acting Secretary of the Smithsonian, in the absence of Dr. Ripley, who is on an oversea assignment.

STATEMENT OF JAMES BRADLEY, ACTING SECRETARY OF THE SMITHSONIAN INSTITUTION

Mr. BRADLEY. Thank you, Mr. Chairman. On behalf of the Secretary and the Board of Regents of the Smithsonian Institution, I submit the following statement on S. 2602, a bill to amend Public Law 722 of the 79th Congress and Public Law 85-935, relating to the National Air Museum of the Smithsonian Institution. Part I of this legislation relates to amendments to the act of August 12, 1946, which established the National Air Museum. The primary purpose of these amendments is to change the name of the National Air Museum to the "National Air and Space Museum" and to provide that this Smithsonian Institution bureau shall have the same functions with respect to space objects as it now has with regard to aviation objects. Part II of this legislation relates to amendments to the act of September 5, 1958, which authorized the preparation of plans and designated a site on the Mall (Fourth to Seventh Streets, Independence Avenue to Jefferson Drive) for a National Air Museum Building. The primary purpose of this part is to authorize construction of the museum building.

Technical amendments in both parts are included dealing with (1) increased membership on the National Air Museum Advisory Board by including members from the Army, the National Aeronautics and Space Administration, and the Federal Aviation Agency in recognition of their interest in air and space flight; (2) reimbursement of travel expenses of Board members; (3) increasing the quorum requirement for Board meetings from three members to five; (4) nonapplication of the Classification Act to the salary of the Director of the museum in accordance with existing law; (5) permissive rather than mandatory transfer of construction funds to the General Services Administration; and (6) availability of construction funds without fiscal year limitation in accordance with general practice.

The construction of a suitable building to house the Nation's air and space collections has been a long-awaited event. The tremendous

public interest in these collections is demonstrated by the great crowds visiting the existing small hangar located behind the Smithsonian Building. This small exhibit, representing less than 5 percent of the Smithsonian's air and space collections, was visited in 1963 by 2,674,000 visitors, from every State in the Union. On a single day, 38,000 visitors crowded through the building.

The museum will make possible for the first time a comprehensive presentation to the public of notable air and space exhibits. It will also present the mathematics, physics, fuel chemistry, metallurgy, and broad engineering bases of aeronautics and space exploration. The educational and inspirational character of these exhibits will find a response in the interest and enthusiasm of American youth in air and space science. Only by the display of original aircraft and spacecraft from the national collections can the millions of visitors each year relive notable events in our national history, and gain an understanding of the underlying principles of science and technology which have made possible our achievements in this field.

Almost 118 years ago, in 1846, the Congress established the Smithsonian Institution "for the increase and diffusion of knowledge among men." The importance of this "increase of knowledge" to our national welfare has become universally accepted in this space age. The Smithsonian's contributions to knowledge have been in the form of expeditions; research in the field of astrophysics, aeronautics, American history, biology, geology, anthropology, art, and technology; publication of the results of studies and scientific investigations; answers to thousands of inquiries in the fields of science, technology, history, and art; and the museums and arts galleries.

The museums and art galleries in the Smithsonian complex on the Mall are by far the most popular form of public education offered to the American people. The number of visitors counted last year entering the Smithsonian buildings on the Mall totaled 12 million, coming from every State in the Union. Another 3 million visited the Institution's National Zoological Park located in the Rock Creek Valley, 3 miles north of the White House. We know from a survey made several years ago that more than half of our visitors come from outside the city of Washington. At the new Museum of History and Technology, dedicated last January by President Johnson, the attendance in 4 months has been nearly 2 million.

This heavy attendance presages an annual total of over 5 million visitors in this one building. The attendance anticipated at the National Air and Space Museum is confidently expected to equal this total of 5 million visitors in the first year and to increase steadily each year as the total number of visitors to the Nation's Capital rises.

Because of the authorization by the Congress in 1958 for planning and for the Mall site, planning is well along as the committee soon will see from the presentation of the architect. An appropriation in the amount of \$511,000 is available in the current fiscal year and a planning contract has been awarded. The balance of the planning funds (in the amount of \$1,364,000) has been passed by the House and favorably reported by the Senate Appropriations Committee. In order that a request for construction funds may be submitted for consideration, it is now necessary to have legislative authorization for construction of the building.

The proposed building is well designed for the exhibition of many of our most significant air and space craft, historic and scientific "firsts," together with a comprehensive array of engines, instrumentation, models, and reference publications and drawings. Exhibitions will be changed periodically and a series of timely, special presentations will continually be on display. The design concept provides excellent flexibility and there will be no need for expansion in the future.

The building as designed is of impressive proportions. Selectivity of objects and effectiveness of exhibition are the elements of paramount importance in today's museum. We are particularly fortunate in the designation of the Mall site by the 1958 act. On the basis of experience, we place the greatest value on having this strategic and appropriate Mall site within the immediate vicinity of the other Smithsonian museums and art galleries where it is most convenient to the visitors.

This legislation is recommended by, or is without objection to, the Department of the Air Force, the Commission of Fine Arts, the National Capital Planning Commission, the Federal Aviation Agency, the General Services Administration, and the National Aeronautics and Space Administration, whose reports have been furnished for the information of this committee.

On April 28, 1964, the Commission of Fine Arts approved the preliminary design of the proposed museum building. On May 8, 1964, the National Capital Planning Commission approved the location of the building on the Mall site and the preliminary design of the building, including its height, bulk, and size and the provisions for open space in and around the building.

The Bureau of the Budget has advised that there is no objection from the standpoint of the administration's program to the presentation to the Congress of this report, provided section 3(2) (b) relating to the nonapplication of the Classification Act to the salary of the Director of the National Air and Space Museum is deleted as recommended by the Civil Service Commission.

This legislation has the approval of the Board of Regents of the Smithsonian Institution, and was introduced in the Senate by Senator Anderson, for himself and Senator Saltonstall, both Regents of the Smithsonian. Similar legislation, House Joint Resolution 940, was introduced in the House of Representatives by the late Congressman Clarence Cannon, also a Regent of the Smithsonian.

The National Air Museum Advisory Board also has voiced its approval of the project.

The Smithsonian Institution respectfully requests favorable legislative action on S. 2602 in order that construction may be authorized of this national historical museum, for which plans and specifications are in preparation pursuant to authorization and appropriation by the Congress.

Mr. Chairman, I thank you very much and I will be pleased to answer any questions that you have. I have others who would like to be heard and I would like to introduce them, if it is your pleasure.

SENATOR PELL. I would be glad to have you do that. There are a few recommended amendments to the bill with which you are probably familiar.

Mr. BRADLEY. Yes, sir.

Senator PELL. Such as capitalizing the museum's title which now appears in the bill in small letters. Now, how do you feel about the Commandant of the Marine Corps being on the Board?

Mr. BRADLEY. We would be very pleased to round it out by having the Marine Corps represented.

Senator PELL. That would still give the civilian members a 5-to-4 ratio. Would you support that amendment?

Mr. BRADLEY. Yes, sir.

Senator PELL. I think the subcommittee also ought to give consideration to including the Commandant of the Coast Guard on the Advisory Board, and to increasing the civilian representation to six members, so that the proposed ratio between military and civilian representation would be maintained.

Mr. BRADLEY. We would support those views, Senator.

Senator PELL. And on the question of the compensation of the Director, what is your opinion on this subject?

Mr. BRADLEY. We would like to have the existing law remain as it is. There are several things about this that are confusing. One, as I read the Commission's report, is that they say that we should leave things the way that they are. I am reading from the code and it says:

The Secretary of the Smithsonian Institution with the advice of the board may appoint and fix the compensation and duties of the head of a national air museum whose appointment shall not be subject to the civil service laws.

Now, the reason for our proposing to put in there "without regard to the Classification Act," was simply to clarify what we think is existing law. If our proposal is not acceptable then it seems to me that we remain exactly where we are today, namely, that the Secretary with the advice of this statutory board selects, appoints and fixes the salary of—and it happens to be equivalent to a grade 18, for your information—the Director of the Air Museum. So I am at a loss to explain to you what the Commission is getting at.

Senator PELL. Would you have any objection to their suggested amendment which would make the text of Public Law 722 of the 79th Congress read as follows:

The Secretary of the Smithsonian Institution with the advice of the Board shall fix the compensation and duties of the head of the National Air and Space Museum whose appointment shall not be subject to the civil service laws.

Mr. BRADLEY. That is all right with us, Mr. Chairman. I think this would meet their objection. I would like to ask Mr. Harrison.

Mr. HARRISON. I think that is correct; I would like to make some inquiries myself. There seems to be a little vague area here as to their exact point.

Mr. BRADLEY. Yes, and if I might just summarize, Mr. Chairman, all that we are asking is that the existing law remain with our suggested clarification, and if the clarification gets us into difficulties, then we can—

Mr. HARRISON. Well, do you agree with their interpretation of existing law?

Mr. BRADLEY. If their interpretation means that the words "his appointment shall not be subject to the civil service laws" subject the position to the Classification Act, then it seems to me to be a contradiction

of plain language. But I am sure that they are entitled to interpret the law the same as we are.

We have been interpreting this, in plain English, as "without regard to civil service laws." The Director is under civil service retirement. He makes his contribution and the Institution makes a contribution. The only distinction is that ever since we appointed Mr. Hopkins, and then Mr. Paul Johnston who is going to succeed Mr. Hopkins in several months, the position has been regarded as not subject to the Classification Act. This applies to no other employees of the Air Museum, entirely under civil service, as most of the Smithsonian is. But here is an extraordinary person who has to have a unique background which does not seem to lend itself at all to any sort of competitive examination. We have to find an outstanding figure in the world of aviation and space, now, and then try to negotiate an appropriate salary and bring him on—that is what we have today and we would like for that to remain.

If something different were to happen and this were to be subjected to the Classification Act, I am afraid that the Smithsonian Institution and possibly the Civil Service Commission would be embarrassed to find a supergrade 18 because of the numerical limitations on those jobs. They are very hard to get.

Mr. HARRISON. Are the directors of the other bureaus of the Smithsonian subject to the Classification Act?

Mr. BRADLEY. Some are, Mr. Harrison, and some are not. Generally they are—

Mr. HARRISON. Excuse me, Mr. Bradley. I think that the Civil Service Commission indicated there was only one.

Mr. BRADLEY. They did acknowledge that the Director of the National Portrait Gallery is exempted. That authorization act uses this precise language and it went through the Congress just several years ago. It happens that the Director of the Freer Gallery is not a civil service employee. His salary derives from an endowment fund.

Senator PELL. Well, if it can be handled in this way so that both the Civil Service Commission and the Smithsonian could agree to this amendment as I read it, with the words "and salary" eliminated and no reference to the Classification Act of 1923, as amended, that would probably be the solution of this problem, would it not?

Mr. BRADLEY. I am not sure.

Mr. HARRISON. I am not so sure myself. I think that the Civil Service Commission, Senator, have a very strong point of view. They claim that the Classification Act of 1949 by not exempting the position in question actually brought it under the Classification Act, and that until this particular bill came along they were ignorant of the fact that it was not being so administered. In fairness to the Civil Service Commission I would have to say that the National Portrait Gallery legislation was probably not referred for their comment.

Mr. BRADLEY. I think that was the situation; yes.

Mr. HARRISON. If it had been, they probably would have reported the salary language adversely, I assume, as they have done this time.

Mr. BRADLEY. Yes.

Mr. HARRISON. At the time that the National Portrait Gallery legislation did go through this committee, the committee was concerned predominantly with the establishment of the gallery, rather than any

consideration of the Director's salary. I think it was an oversight and it is unfortunate that the issue has come up at the present time.

Mr. BRADLEY. We would like, Mr. Chairman, the opportunity to work this out with the Civil Service Commission, if we may. I don't like to prolong this. In fact, the only reason we did not object to this objection when the Budget Bureau put it to us was that we wanted to get on with the National Air Museum and not have technical points slow us down and possibly cost us the opportunity to be granted this hearing. So we accepted it, intending to discuss it with the committee, as I have. One further thing, within the Classification Act there are a great number of waivers and one of those waivers, I think No. 31, says that the Classification Act shall not apply to any position the salary of which may be fixed by the head of the agency at or above the highest level of the general schedule.

Now, that waiver is foursquare with the existing law for the Director of the Air Museum. His salary may be fixed by the Secretary at or above GS-18, and it has been so fixed at the level of GS-18. Therefore it seems to me, just reading the plain English, that within the four corners of their own act, the Director of the Air Museum is one of the exceptions.

Mr. HARRISON. Thank you very much for what you say. I have just one further point. At the present time, what is the relationship between the salary paid the Director and the civil service position that it must be under the Classification Act?

Mr. BRADLEY. Well, we think they are wrong and they think we are wrong. It is equivalent to a grade 18. It is so fixed. There has been no exception taken to it heretofore. We certainly have some unfinished business here, to be sure, but our position is that we are proceeding in accordance with the law.

Mr. HARRISON. But if the Civil Service Commission thinks otherwise, do you agree that their authority is superior to yours in this area?

Mr. BRADLEY. Mr. Harrison, I would say that we should be given a chance to submit our case.

Mr. HARRISON. Oh, I agree.

Mr. BRADLEY. In toto.

Mr. HARRISON. Yes; I agree thoroughly.

Mr. BRADLEY. But I am responsible to the Board of Regents, and I do not yield in behalf of the Board without consultation with the Board.

If the Board should want to fight this—I don't think it will get to that, really; I think that we will simply lay out our case and submit it to the Commission. By and large, we get along very well with the Civil Service Commission. And they have been very good to us.

Senator PELL. Well, what is wrong with their suggestion to eliminate the reference to the Classification Act of 1923, now replaced by the Classification Act of 1949? I do not follow why this should not solve the problem.

Mr. BRADLEY. I think that it would, except that they also go further and strike out the compensation, you see.

Senator PELL. Yes.

Mr. BRADLEY. What they are doing is correcting or revising the existing law, in our opinion. Now, we are perfectly content to delete our proposed amendment and stand on existing law.

Mr. HARRISON. And if you do that, their position is that the position is under the Classification Act?

Mr. BRADLEY. Theirs is, but the law says that it shall not be with regard to the civil service laws. And I don't understand how they read anything else into it.

Senator PELL. I would like to see the Commission and the Smithsonian come to an agreement, to a meeting of the minds on this.

Mr. BRADLEY. Very good, Senator; we will be very happy to meet them and try to work it out with them.

Senator PELL. We can hold the bill in subcommittee and probably accept whatever language is agreeable to the two of you. My own thought is, as Mr. Harrison pointed out, that the Civil Service Commission has a considerable responsibility here.

Mr. BRADLEY. We will be very happy to meet with them, of course. There is quite a bit of leverage involved here because, after all, we don't want this bill held up.

Senator PELL. No, but we do not want any improper exceptions going into the law.

Mr. BRADLEY. As I say, I would be pleased to meet with them and see what we can work out.

Mr. BIDDLE. One question, Mr. Chairman, if I may.

Senator PELL. Surely.

Mr. BIDDLE. Is there a great discrepancy, in your view, between the suggested amendment of the Commission and the parent act as it stands?

Mr. BRADLEY. The only discrepancy that I read here, Mr. Biddle, is that their suggestion goes further than the elimination of the words that we are proposing to put in there. We propose an amendment that would say, "without regard to the Classification Act," and they say, "Well, let's strike that out and also let's take out the part about compensation." That seems to us to go further than what we are proposing, and that is why we cannot absolutely agree with the Civil Service Commission. If it did not have the compensation in there, which is in the existing law, I think we could agree with your proposal.

Mr. BIDDLE. If I read the proposed amendment correctly, isn't it within the power of the Secretary and the Board to fix the compensation?

Mr. BRADLEY. Yes; the Secretary has that power, we believe. The existing law does that, but not their proposed amendment because they would propose to strike out the words "and salary" and "or the Classification Act of 1923, as amended."

Senator PELL. Well, then, you will try to work this out with them in a satisfactory way; either leave it as it is, or however you both decide.

Mr. BRADLEY. Yes.

Senator PELL. Other than that, you are familiar with the various suggested amendments?

Mr. BRADLEY. Yes.

Senator PELL. And these are more questions of detail.

Mr. BRADLEY. Yes, sir.

Senator PELL. Are there any further suggestions or points that you wish to make at this time?

Mr. BRADLEY. Not I, sir, but if I may I would like to introduce Mr. Hopkins.

Senator PELL. Please do.

Mr. BRADLEY. Mr. Hopkins is the Director of the National Air Museum and has been for 7 years. He is about to retire, I regret to say. We have also at the table, if I may introduce him, Mr. Paul Johnston, who will succeed Mr. Hopkins. Mr. Hopkins has a statement that he would like to present.

Senator PELL. Thank you. Surely.

STATEMENT OF PHILIP S. HOPKINS, DIRECTOR, NATIONAL AIR MUSEUM

Mr. HOPKINS. Thank you, Mr. Chairman. As you have indicated, the record of this committee concerning S. 2602 is replete with approvals and endorsements of the bill from many organizations vitally concerned with the continued progress of this National Air and Space Museum building project.

In adding my endorsement of this legislation I shall avoid repetition and will direct my remarks to museum requirements and the suitability of the building, for which construction is authorized in S. 2602, for meeting those requirements.

Location: The site which the Congress has designated for this great national museum of air and space flight history is ideal for museum purposes. With its tremendous public interest appeal, it is properly located within the visitor-traffic pattern of the Nation's Capital. It is within walking distance of the Capitol Building, the National Gallery of Art, and the other famous Smithsonian museums. This is extremely important to the millions of visitors to Washington each year with limited time.

In addition to its inspiring and educational exhibit of the priceless relics of flight history, the museum will house the world's largest and finest Historical Flight Research Center with its library, reference files, films, drawings, and photographs.

This important facility will be just across the street from the National Aeronautics and Space Administration and the Federal Aviation Agency, and only a short walk from the National Archives and the Library of Congress.

Parking: Visitor parking for some 1,400 cars will be provided under the building. This will greatly alleviate the Mall parking problem. This is the first Mall building to have this facility.

The building concept: Our exhibition requirements are influenced by the nature of our historic specimens, particularly the airplanes. The architects have met this challenge admirably and designed the building from the inside out, letting the functional requirements dictate the design concept. I emphasize that the nature of the exhibit and the functional museum requirements of display, traffic flow, and space determined the design.

The design will permit the appropriate display of about 65 famous firsts of flight, both aircraft and spacecraft, and thousands of small historic items, and still leave room for our estimated 5 million visitors per year to see them.

The building concept nicely provides the required space and in an atmosphere of spaciousness which goes with flight. One important museum requirement in a building concept is flexibility which will

permit the occasional rotation of exhibits and the transfer of a specimen to the study collection, on occasion, to permit the display of a new specimen of great historical significance. This building concept nicely provides for this good museum practice and thus obviates any need for future expansion.

Perhaps I should anticipate a question here regarding the display of airplanes and rockets of enormous size, and the larger ones to come. There is no problem here. The museum does not, cannot, accept one of each airplane and launch vehicle. We accept only those of great historical significance, and the famous firsts are usually relatively small, and then we tell the story of changes and improvements by the use of scale models and graphics in our displays. Incidentally, the design of our building concept is such that we will be able to place our full-scale launch vehicles, Jupiter C, Atlas, et cetera, inside the building.

Other desirable museum features of this building concept are: The arrangement of space which permits both closeup inspection of the historic specimens as well as wide vistas of view; the large windows on the Mall side of the building which permit visitors to look out past the airplanes to land and sky; the grouping of exhibits of common periods for visitors with limited time or interest; the clever utilization of structural supports for the exhibition of engines and other smaller items; and the provision for the easy flow of visitor traffic through the building, from level to level, with short climbs.

In conclusion, may I again emphasize that this National Air and Space Museum is a great national museum of history; a history that is peculiarly American. May I mention just a few of the inspiring objects of this history which will be displayed in this museum.

The Wright brothers' *Kitty Hawk Flyer* of 1903, one of the greatest relics of all history; the Wright 1909 *Flyer*, first military airplane, and which constituted the entire U.S. Air Force for some years; the Wright 1911 airplane, *Vin Fizz*, the first to fly across the United States; the NC-4, first airplane to fly across the Atlantic Ocean; the *Chicago*, first round-the-world airplane; the *Winnie Mae*, first to fly twice around the world and to fly in the stratosphere; the T-2, first to fly nonstop across our country; Lindbergh's *Spirit of St. Louis*; the X-1, first airplane to fly faster than the speed of sound; three original Goddard rockets, including the world's first liquid-fuel rocket; the original Mercury spacecraft of Astronauts Shepard and Glenn, *Freedom 7* and *Friendship 7*; and many, many others.

Having an adequate and appropriate building in which to house these famous and inspiring exhibits will make it possible for us to perform our responsibilities for the "increase and diffusion of knowledge among men."

I respectfully urge a favorable report on S. 2062. Thank you.

Senator PELL. Thank you, Mr. Hopkins. In your view, will the emphasis of the museum be on the past and on the historical development of aviation and space, or will it be on the present, as to what we are doing in those fields now?

Mr. HOPKINS. Both, sir. As new and historical developments occur they will be displayed.

Senator PELL. But the main emphasis will be on the historical?

Mr. HOPKINS. On the historical; yes, sir.

Senator PELL. Thank you.

Mr. BRADLEY. Mr. Chairman, we have this morning Mr. Grover Loening, who is a member of this statutory board, the National Air Museum Advisory Board, and with your permission, he would like to make a brief statement.

Senator PELL. I am delighted to welcome him. He is an old acquaintance as well.

STATEMENT OF GROVER LOENING, SENIOR MEMBER OF THE NATIONAL AIR MUSEUM ADVISORY BOARD

Senator PELL. And I understand that you received the first degree in aeronautical science at Columbia University, the very first degree.

Mr. LOENING. That is quite right, sir.

Senator PELL. In what year did you receive the degree?

Mr. LOENING. 1910.

Senator PELL. How many airplanes were there in the air at that time?

Mr. LOENING. Very few. Most of them were largely doing exhibitions and circus work, which was then the business of the Wright Co. rather than in the military. And at that time, in 1910, only four military aircraft were in the United States.

Senator PELL. And how many civilian aircraft? Would you say about a dozen at that time?

Mr. LOENING. More than that. A great many of the earlier fliers flew copies of the Curtis planes, or like the Martin—there were 20 or 30.

Senator PELL. And was your degree at that time a master's or a doctor's?

Mr. LOENING. It was a master's degree in aeronautics which I was fortunately able to get because that year at Columbia University the visiting Kaiser Wilhelm professor was Dr. Karl Runge of the University of Goettingen, and at that time there were only two aerodynamics laboratories in the world, one of them at Goettingen and the other was Eiffel's, the great French engineer who built the Eiffel Tower. And because of Dr. Runge's presence there, Dr. Hunsaker allowed the physics department to introduce the subject of aerodynamics as a major for a degree and for that reason I was fortunate to be the first one to get it. Gen. Hap Arnold, as you may know, was one of the early Wright fliers. He was one of the first Army officers trained by Orville Wright himself at Dayton and, of course, he became the head of the Air Force in the Ruhr. At the conclusion of the war in 1945, he was very anxious that this great prestige item that was involved in our originating the airplane and its use and in developing it so highly be memorialized in a museum.

So he then was able to interest Senator Anderson and also the now Senator Jennings Randolph, who was then Congressman, and Congressman Randolph got this bill started in Congress and it was passed very readily. That was in 1946. Since then the progress has been steady. The Smithsonian Institution has plugged along and there have been, of course, the war and other things that have interfered with it, but now it is certainly getting on very well.

I would like to present the statement on behalf of the Advisory Board. Public Law 722, of 1946, established an Advisory Board of two civilians appointed by the President, and a representative of the

Air Force, of the Navy, and of the Smithsonian, with the Secretary of the Smithsonian as Chairman of the Advisory Board. The two civilians that are now members are General Doolittle and myself.

I come here today however, sir, as the senior member of our Board. I was appointed originally by President Truman when the bill was signed. I was reappointed by General Eisenhower and then I was reappointed by President Kennedy and then I was requested to remain by President Johnson. So I am still here and I daresay that I ought to be with some of these other relics. [Laughter.]

However, we have gone over this statement. I have discussed this with my fellow colleagues on the Board and they have asked me to present to you their complete approval of this bill. I won't read all of it because it will be in the record, I hope.

Senator PELL. It will be included in full in the record.

(The prepared statement referred to follows:)

STATEMENT OF GROVER LOENING, SENIOR MEMBER OF THE NATIONAL AIR MUSEUM
ADVISORY BOARD

On behalf of the Advisory Board of the National Air Museum I respectfully submit this statement in support of S. 2602 and urge a favorable report by your committee.

The Advisory Board was established by Public Law 722 in 1946—the act which created the National Air Museum. I have been a member by Presidential appointment from the beginning. I am familiar with the 18 years of effort to provide a suitable building to house the great national aeronautical collection and my colleagues and I are greatly concerned with the continuing progress of the past few years.

Other members of the Advisory Board are: S. Dillon Ripley, Secretary of the Smithsonian Institution, Chairman; retired Lt. Gen. James H. Doolittle, one of aviation's immortals; Maj. Gen. Brooke E. Allen, Commander, Headquarters Command, U.S. Air Force; and Vice Adm. William A. Schoech, Chief of Naval Material, U.S. Navy.

The provisions of this bill are all very important to the National Air Museum and to the public which it serves.

The change in name to the National Air and Space Museum and the attendant extension of functions to include space flight history is but updating the museum to embrace the recent advances of manmade flight beyond the atmosphere. The museum has, in fact, already extended its public service by including in the national collection many "famous firsts" of space flight. It is important that the legislative basis of museum purposes includes this significant phase of flight history.

The Advisory Board also supports the technical amendments in the bill concerning the increased membership on the Advisory Board, reimbursement for travel expenses of Board members, increasing the quorum requirements for Board meetings, exemption of the Classification Act to the salary of the Director of the Air Museum, permissive transfer of construction funds to the General Services Administration, and the availability of construction funds without fiscal year limitation.

The Advisory Board particularly emphasizes its support of the provision in S. 2602 to authorize construction of the museum building. This is extremely important in order that a request for construction funds may be included by the Smithsonian in its fiscal year 1966 budget being prepared for submission next fall.

The urgency of this authorization is indicated by the present status of this long-awaited building project. Public Law 85-935 (1958) authorized the preparation of plans and specifications for the building and designated the site. In 1963 the Congress appropriated the first planning funds for the project. Architects were employed and have developed a building concept for the site. An appropriation for the balance of the planning funds required has passed the House of Representatives and has been favorably reported by the Senate Appropriations Committee.

The building concept provided by the architects has the approval of the advisory board as admirably meeting museum requirements. The location of the

building on the site has been approved by the National Capital Planning Commission. The preliminary design of the building has been approved by the Commission of Fine Arts.

In other words, this project has moved forward in an orderly manner and according to the requirements and wishes of the Congress as expressed in its acts pertaining to it. S. 2602 provides for the continued orderly development of this important project of the Smithsonian Institution without interruption of the authorized work now in progress.

In conclusion, may I remind the committee that this great National Air and Space Museum will be one of the Nation's most important assets for the inspiration and education of the youth of America, and for the prestige of the United States throughout the world. History does not record the beginning of the wheel nor the hull—the bases for other great forms of transportation. But it does record the beginning of the wing. This new museum building will enshrine forever the original Wright Bros.' airplane, the greatest mechanical invention of all time; also, the original liquid-fuel rocket of Dr. Robert H. Goddard, and the original spacecraft of Astronauts Alan B. Shepard and John H. Glenn. These precious relics of history form the nucleus of the world's greatest collection of the history of manmade flight which will be housed in this building for the inspiration of 5 million visitors each year.

The National Air Museum Advisory Board respectfully urges a favorable report on S. 2602.

Mr. LOENING. I will briefly try to tell you, to save time, a summary. We point out that the inclusion of space is obviously necessary, because flying has always been a question of going higher and faster and to go higher and faster we are going to get out of the atmosphere and into space, they are exactly the same thing. I was very interested, sir, in your reference to the military and the civilians, because while the original impetus to flying was civilian, it is a fact, as Senator Anderson has pointed out, the military contribution has been very great. But nevertheless there still exists and there are existing today many instances of where civilian developments have very valuable military and national defense angles—particularly, of all things, in the training of men and the influencing and inspiring of the young men of the country toward getting into the air field.

The second item, pertaining to classification, I leave to your experts. We would look with question upon any situation that would not allow us to get the best man in the country as the Director of the Air Museum, and that looks as if it would require the action that is being taken at present. On the location of the museum, of course, we went through that battle in 1958 and very fortunately were able to get the location.

The design of the building we approve of very much. Constantly in this design we have had in mind the National Gallery of Art because in this museum complex it will be too bad if this beautiful building designed by Mr. Pope were to be in any way subordinated to some kind of a huge thing across the way; we have constantly asked the staff and the architects—the Advisory Board has always been urging—to be sure that this building be within the general concept and size of the National Gallery. In this design this has been done, as is evidenced by the approvals that you have received.

In conclusion, therefore, sir, may I remind you that this great National Air and Space Museum will be one of the Nation's most important assets for the inspiration and education of the youth of America, and for the prestige of the United States throughout the world. History does not record the beginning of the wheel and axle, which is an invention that was supposed to have been made by the Chinese about 10,000 years ago, nor have we got the first dugout hull that floated

men on the water. But we have got the first mechanical invention that put man into the air. This new museum building will therefore forever enshrine the greatest mechanical invention of the history of the world, the original flying machine with which man first ventured into the air.

In addition, of course, many others that you know—the first liquid-fuel rocket of Dr. Goddard which is extremely important in the opinion of our space associates, so much so that this year the great Guggenheim Medal was awarded posthumously to Dr. Goddard because of the importance of that item which we have in the museum and, of course, the other space exhibits showing the capsules of Shepard and Glenn, and so forth. These relics, therefore, form the nucleus of this great world collection of man-manned flight which will be housed in this very handsome building for the inspiration, we say, to-day of 5 million visitors a year, and it will be probably 10 million.

Thank you very much.

Senator PELL. Thank you, Mr. Loening. I was struck by your reference to venturing into space and going faster and higher and higher, and I guess that you could make the point that by going into space and standing still and coming back, one could go very fast indeed.

Mr. LOENING. The reentry, of course, becomes an important part of aeronautics.

Senator PELL. Yes.

Mr. LOENING. So while you might have a separate space concept, it doesn't do you any good because you cannot get back unless you are aeronautically involved.

Senator PELL. As you know, the bill suggests additions to the Advisory Board.

Mr. LOENING. Oh, yes; and we would like very much to have those additions and particularly a Marine Corps representative.

Senator PELL. Would you agree that the civilian emphasis should be predominant as far as the size and composition of the Board?

Mr. LOENING. I think so, sir, because inevitably the Armed Forces should have their own technical museum such as the Air Force now has at Dayton. I think there is a division of interest that has been followed very well—where a military development clearly involves civilian use, future civilian use, then it becomes very important to us.

Senator PELL. I would like to enlarge on that for a moment. Is there an Air Force Museum at present in being at Dayton, Ohio?

Mr. LOENING. Yes; it is in being. It is quite technical. It is not designed so much from the educational angle as it is from the standpoint of showing and following through.

Senator PELL. And you don't think that this concept in any way is redundant of what they have out there?

Mr. LOENING. No; not at all. Not at all. And, in addition to which, the Air Force policy has been right along to turn over to us anything that we feel has value in the broad history of aviation. They are not trying to develop the history of aviation. They leave that to us.

Senator PELL. How many universities and colleges in America now have aerodynamics as a study?

Mr. LOENING. Of course, a major one is the Massachusetts Institute of Technology. Right after I had done my legal work at Columbia—which, by the way, was under Dr. MacLaurin, who was the professor of physics at Columbia—he went to Technology the next year to be-

come its president, and as soon as he got there he had a naval officer who had been assigned to him, Lieutenant Hunsaker, who is a Regent of the Smithsonian now, and had him sent by the Navy to the Eiffel Laboratory at Paris so as to get the necessary data to come back and create the Massachusetts Institute School of Aerodynamics which he started and which Columbia never did.

Senator PELL. And how many are there now throughout the country?

Mr. LOENING. Well, there are Columbia, the University of Maryland, the University of California, the University of Southern California; at Chicago, Northwestern; Georgia Tech, a particularly fine school. I should say that there are at least 20 schools with well-established aerodynamics courses. Cornell University is another very great one.

Senator PELL. And Princeton University?

Mr. LOENING. Yes; and, of course, they all contribute to us in the museum—various items. I don't think it has been brought out here, because we didn't want to take your time, but one of the great things that the museum will show will be, for example, the development of wind tunnels. Then, of course, these exhibits for the young men, where they can press a button and see a wind tunnel working, and so on, all of which are very educational, indeed, to them.

And then, of course, we also will be able to show the changes in planes, the changes in the controls, how the tail surfaces, which you may notice always got higher and higher and bigger at the top of the fuselage and not underneath—there is a very good reason for that. That kind of thing can be displayed so that the student can come there and really see it, so that our young men and young engineers can be the best aeronautical engineers in the world, which has its defense value as well as prestige.

Senator PELL. Thank you very much.

Mr. HOPKINS. May I interpose, Mr. Chairman, just one clarifying statement?

Senator PELL. Surely.

Mr. HOPKINS. This is the National Air and Space Museum. We make no distinction between civil and military history in flight. Great historical significance is the criterion. We work very closely with both the Air Force Museum at Dayton and the Navy Air Museum at Pensacola. They are limited to the military development, not general historical development. There is no conflict. Ours is the national museum in the Nation's Capital. Historical significance is the criterion.

Senator PELL. Thank you.

Mr. BRADLEY. Mr. Chairman, at the table here are Mr. William Schmidt, the Deputy Commissioner of the Public Buildings Service, of the General Services Administration. With him is Mr. Karel Yasko, the Assistant Commissioner for Design and Construction, and also our chief contract architects, Mr. Gyo Obata, of the firm of Hellmuth, Obata & Kassabaum of St. Louis, Mo., and Mr. George Pettitcord, of Mills, Pettitcord & Mills here in Washington, D.C. Mr. Schmidt, I believe, will introduce his group and lead the discussion on the building, if you would like for him to do so.

Senator PELL. I would, very much.

STATEMENT OF WILLIAM A. SCHMIDT, DEPUTY COMMISSIONER, PUBLIC BUILDINGS SERVICE; ACCOMPANIED BY KAREL YASKO, ASSISTANT COMMISSIONER FOR DESIGN AND CONSTRUCTION, PUBLIC BUILDINGS SERVICE; GYO OBATA, HELLMUTH, OBATA & KASSABAUM, ST. LOUIS, MO.; AND GEORGE PETTICORD, MILLS, PETTICORD & MILLS, WASHINGTON, D.C.

Mr. SCHMIDT. Thank you, Mr. Chairman. I do not have a prepared statement. However, I will be pleased to answer any questions that the committee may have. As Mr. Bradley indicated, we have engaged the firms of Hellmuth, Obata & Kassabaum and Mills, Petticord & Mills of St. Louis and Washington, D.C., respectively, to design the museum. As he also indicated, the preliminary designs have been approved by the Commission of Fine Arts and the National Capital Planning Commission. Mr. Obata is prepared to give you a presentation here on the design concept from drawings and models, if the committee has the time.

Senator PELL. I would appreciate it if you would, and give us any ideas you have on this.

Mr. SCHMIDT. Mr. Obata.

Mr. OBATA. I would like to explain the concept to you, Mr. Chairman, from the drawings here and models. [Going to drawings and indicating while speaking.]

This building as shown here has four major areas; there is the area for the small exhibits, the area for large exhibits, that is, the airplanes [indicating] and here is the Office of Research and the library area and here [indicating] is the parking garage for the visitors. The concept is a very simple one. It consists of these great vertical towers which support the structural trusses. These trusses that span between these towers are of steel. Inside the structure itself are the smaller exhibits and on top of these trusses are the large airplane exhibits.

This [indicating] is a cross section through the building, showing these towers. Between the towers are the trusses and within these trusses are the small exhibits. On top of the trusses are the various airplanes.

This [indicating] is a drawing showing the exterior view of the building facing north and to the Mall side, which will have great areas of glass.

Going to the models, this model [indicating] the one behind you—I will go over to it—shows the relationship of this new Air and Space Museum in relation to the National Art Gallery and the other buildings on the Mall. Here is the National Art Gallery [indicating] and here is the U.S. Capitol Building. In general the size and bulk of the Air Museum is approximately identical to that of the National Gallery.

This model [indicating] shows the inner workings of the building. You can see how this is designed to satisfy the requirements for tremendous space—

Senator PELL. Are these models all to scale?

Mr. OBATA. Yes.

Senator PELL. It seems to me that the Capitol is somewhat larger than the National Gallery.

Mr. BRADLEY. Mr. Obata, suppose you pick it up and move it over so that we can see how it compares, when it is a little closer to it.

Senator PELL. It is smaller.

Mr. OBATA. Well, but here are the wings.

Senator PELL. Well, would not the whole Capitol structure be somewhat larger than the National Gallery?

Mr. BRADLEY. The impression would seem to be that it is somewhat larger, but we would like to verify that. Senator, we have the dimensions in this case. We took the dimensions of the outer limits of the National Gallery and used them as the limits for the Air and Space Museum.

Mr. OBATA. The length of the National Art Gallery is about 790 feet.

Senator PELL. What is the breadth of the proposed building?

Mr. OBATA. About 260 feet.

Now, this model [indicating] shows the inner workings of the proposed museum building itself.

Senator PELL. Would you be able to give us some photographs that we could put in our report?

Mr. OBATA. Yes; we have a report for you; we have photographs.

Senator PELL. Oh, yes; I see you have them here. Now, how long will this museum be, in feet?

Mr. OBATA. The Air Museum will be approximately 775 feet.

Senator PELL. I think that you are correct; the Capitol is about the same. You have refreshed my memory, Mr. Obata. My initial reaction was erroneous.

Mr. OBATA. I was not sure but, as Mr. Bradley says, we do have the dimensions. Now, this model [indicating] shows the vertical towers and the trusses that span between these towers, and it shows that we have many, many levels for easy movement of visitors throughout this building through the various exhibits.

Senator PELL. And the primary design shows large areas of glass and open spaces.

Mr. OBATA. Yes.

Senator PELL. So that it will not bulk too large—

Mr. OBATA. The National Capital Planning Commission is very concerned about the bulk problem, and they felt that we were in keeping with the National Gallery.

Mr. BRADLEY. Mr. Chairman, on that point that was just mentioned about the gallery, after all, the National Gallery is a bureau of the Smithsonian Institution and we would be the first to be jealous of its neighbors. We asked John Walker, the Director, over. He has seen this model and has approved it. We also have secured his approval that we could testify that the gallery does approve this National Air and Space Museum design as a neighbor of the National Gallery of Art.

Senator PELL. I notice that Mr. William Walton, the Chairman of the Commission of Fine Arts, has signified his approval of this general concept of the design, and you are going to go into the specifics with the Commission in the near future.

Mr. BRADLEY. Yes, sir; the architects will be back there Wednesday with the final design.

Senator PELL. Thank you. Do you have any other members of your group?

Mr. BRADLEY. That concludes our presentation, Mr. Chairman.

Senator PELL. There are a couple of questions that I would like to raise. First, as a matter of fairness, I would like to put into the record a letter from Mrs. Louise L. Springman which came in today suggesting alternative locations for the museum in the West because, she says, there is too much of a heavy concentration of museums in the East. Also, I would like the record to indicate that the old Anacostia and Bolling Airfields have been suggested as museum sites.

(The letter referred to is as follows:)

WASHINGTON, D.C., June 21, 1964.

Re hearings on the authorization of funds for the U.S. National Air Museum, Smithsonian Institution, June 22, 1964.

DEAR SENATOR PELL: I would appreciate your consideration of the enclosed suggestion for the location of the U.S. National Air Museum at hearings on Monday, June 22, 1964. A new location could boost attendance at Smithsonian Institution museums from 7 million to 14 million.

Sincerely,

(MRS.) LOUISE L. SPRINGMAN.

AN ALTERNATIVE LOCATION FOR THE NATIONAL AIR MUSEUM

Before we are fully committed to an air museum on the Mall in Washington, D.C., I believe we should consider how this unlikely structure was decided upon and to consider a more promising alternative—that of location of the U.S. National Air Museum on a regional basis.

As a citizen of Wyoming and the West, I believe it fair and beneficial that consideration be given the West for location of a major national collection. Our country including Hawaii spans 5,000 miles from east to west. All of the national collections are located in the East.

Located on the Mall in the recently expanded Smithsonian grouping are the new Museum of History and Technology with 54 exhibition halls, the Museum of Natural History with 30 new or completely remodeled halls, the National Gallery of Art with 90 galleries and the Freer Gallery of Art with 19 galleries. The Portrait Galleries are to be located in the old Civil Service Building. The National Air Museum is proposed to be built on the Mall bounded by Independence Avenue, Jefferson Drive, Fourth and Seventh Streets.

Considering the hundreds of historical attractions in Washington, D.C., and the 193 exhibition halls on the Mall, aren't we giving the visitor to the Air Museum a limited opportunity to study and enjoy its treasures?

I have heard it expressed that all citizens should participate in our national life. The Smithsonian has as its stated purpose, the stimulation of our youth, the diffusion of knowledge among men. It would give meaning to these fine words to have a major national museum located in the West where it would be accessible to millions of schoolchildren and the public. We export information about the United States to all parts of the world. A branch of the Smithsonian Institution in the western part of the United States would be welcomed there.

A MORE SPACIOUS LOCATION NEEDED

Location is vital to an air museum. Unlike other museums which are closed in structure, an air museum should incorporate the space around it, the atmosphere, the sky, to facilitate the creation of a particular quality of visitor experience. A dramatic display is lost on the Mall site where an air museum is most inappropriate. It presents an illogical architectural problem of housing large delicate airplanes in a ponderously monumental, classical style building in keeping with the National Gallery of Art directly across from it.

It is unfortunate that only a token exhibition of the planes is planned. Fewer than one-half of the still growing collection will be on exhibition. The very large planes will not be on display. Why spend a possible \$40 million for a book museum? People go to see the airplanes, rockets, and missiles, not a lecture on aeronautics with a few relics.

UNANSWERED QUESTION

No answer to another serious question of display has yet been made known—where are the missiles to be located? With a western location the rockets could be located at a vantage point to be seen from a distance. On the Mall, they will be, as they are now, in glaring conflict with other structures in the area. An indoor location does not seem suitable and would necessitate a structure higher than the National Gallery.

NEW CONCEPT OF DISPLAY

The objects of this collection because of their large size lend themselves to a unique kind of display of which there are none to my knowledge—a drive-through museum where people may view the planes, rockets, and missiles.

BOOST TOURISM AT HOME AND STOP THE OUTFLOW OF GOLD

The scenic West with a large and growing population also has a constantly rising visitor rate. Nonetheless, it would assist tourism greatly if a major national museum were strategically located there. Tourism is not increased by locating all of the national treasures in one spot—on the Mall in Washington, D.C. The Department of Commerce and the Treasury Department have become alarmed about Americans going abroad and the outflow of gold.

COST

A classical style building located on the Mall would require a heavy marble facade and use of limestone because of the need to conform in style and materials to the surrounding buildings. This is exceedingly expensive. Location in Washington, D.C., also makes necessary for the comfort of the visitors, costly air conditioning, which at the same time reduces the interior space available for exhibition. It is possible that twice as much display space would be available for the same cost in a well-chosen western location.

TRAFFIC AND PARKING PROBLEMS

It seems doubtful if Congress will wish to spend money for visitor parking because of excessive costs. No visitor parking was provided for the Museum of History and Technology just opened where costs ran 20 percent above anticipated expenditures and it had to be eliminated.

I recommend the elimination of the request for funds for the planning of the National Air Museum in the Department of the Interior and related agencies appropriation bill, 1965.

Since this is the world's largest and finest collection of historic aviation materials, its display should have every consideration.

LOUISE L. SPRINGMAN.

Senator PELL. I was wondering if you would, for the record, give us the reasons for this site.

Mr. BRADLEY. Thank you, Mr. Chairman. The thought of having an air museum in the West is one that we applaud, but really it has no relevancy here because this bill is concerned with authorizing the construction of the National Air Museum in the Nation's Capital. This bill does not concern the site, which was fixed by Congress 6 years ago.

The museum will be here for the people of America who come to the Nation's Capital and one of their purposes certainly is to see the national monuments—such as the Capitol, the White House, and the Smithsonian. These are an appropriate part of the Capital City.

With respect to the site on the Mall, let me say that initially many sites were surveyed. The consensus of the Air Museum Advisory Board, the National Capital Planning Commission who at that time approved the site on the Mall, and the Board of Regents finally

brought it down to this: that site selection becomes a balancing of values. The overriding consideration here was the character of this museum. It is a national museum, a historical museum, and that dictated that it be on the Mall as a part of the Smithsonian museum complex in order that it best serve its purpose, which is to bring together the national historical collection of air and space objects and the people of the country.

So we put the museum where the people are. In that way, Mr. Chairman, the greatest number of Americans will find that they have time and they will find it convenient to walk in and see the exhibits. If it were located at Bolling Field or perhaps some of the other sites that were considered, the consequence would be very sharply to curtail the visitor attendance.

It is simply that. We have gone around and around, I assure you, with the Planning Commission, but it comes down to this: that if you are going to show the most aircraft to the most people, put this museum in the "Smithsonian Park," as this part of the Mall was originally termed. The Congress fixed this site 6 years ago by legislation.

Mr. LOENING. May I just add an item which escaped me until this moment? The deed for the Wright original flier requires that it be in the District of Columbia.

Senator PELL. Do you have any questions, Mr. Harrison?

Mr. HARRISON. Just for clarification on the record, I have one which perhaps Mr. Schmidt or Mr. Yasko or Mr. Bradley might answer.

The National Capital Planning Commission in a report to Dr. Ripley of May 21, 1964, indicated that the Commission had approved the preliminary design pursuant to section 5(a) of the National Capital Planning Act of 1952.

Then in a subsequent paragraph in its report is this language:

The report of the Commission does not constitute approval of the location, height, bulk, number of stories, and size and provision for open space in and around the building pursuant to section 16 of the act of June 20, 1938 (52 Stat. 802). The Commission will be pleased to review the project for such "in lieu of zoning approval" at an early meeting.

For the record, could one of these gentlemen clarify that?

Mr. BRADLEY. I would be pleased to do that. Shall I?

Mr. YASKO. Yes; you do it.

Mr. BRADLEY. It goes like this. They have two functions. One is to advise on the design, location, and construction of Government buildings; and as to the other, since the Federal Government is not properly subjected to the ordinary zoning provisions, for that would put the sovereign Government under the city government, the Planning Commission is called upon to serve also as the Zoning Commission for Government buildings. Because it has two functions, it has to take two actions. It has taken the one now in connection with giving advice on Government buildings and it has, on the record, approved the design and the location. So we are in very good shape.

It is true that we must take another trip to the Planning Commission, evidently, and before long the Public Buildings Service of the General Services Administration will arrange to have an "in lieu of zoning" review in order that they comply with the second part of the Planning Commission's functions.

Mr. HARRISON. Does this normally take place after authorization or appropriation for the building, or upon the beginning of construction?

Mr. BRADLEY. In our experience—and the GSA and Public Buildings can speak for themselves, of course—we normally get construction authorized and have plans and drawings prepared so that we can have something to show to them. This is going along all right, I am sure. Do you have something to add to that, Mr. Yasko?

Mr. YASKO. No; it is very good.

Mr. SCHMIDT. It does take place after appropriation and authorization which follow clearances with the National Capital Planning Commission as required by the Bureau of the Budget.

Senator PELL. Reverting to this salary business with the Civil Service Commission, I want it fixed and clear in my own mind why it is that you disagree with the Commission on this subject.

Mr. BRADLEY. Mr. Chairman, the Civil Service Commission proposes—may I just read:

The obsolete language in section 1(b) in Public Law 722 could be removed by striking out in the first sentence the words “and salary” and “or the Classification Act of 1923.” As so amended section 1(b) of the old act would read:

“The Secretary of the Smithsonian with the advice of the Board may appoint and fix the compensation and duties of the head of the National Air Museum whose appointment”—

striking out “and salary”—

“shall not be subject to the civil service laws.”

Our objection to the entirety of their two-point amendment is that it strikes out the words “salary being fixed by the Secretary.” We have that flexibility now and we would like to keep it.

Senator PELL. But in fact, what does your present Director get?

Mr. BRADLEY. \$20,000, the equivalent of GS-18.

Senator PELL. And with the new pay raise scale, would it go up?

Mr. BRADLEY. To \$24,500.

Senator PELL. In fact, would it not be quite possible to secure the caliber of direction you want with that salary?

Mr. BRADLEY. Yes; we think so, Mr. Chairman, if we could get the GS-18 classification, which is under a statutory ceiling. The Commission has great trouble with the number of requests, I believe.

For example, in comparable museums, the Museum of History and Technology Director today is a GS-17, not an 18. We think it should be 18, and we have not seen the end of that, but the fact is that he is a 17.

The head of the Natural History Museum is a 17. The head of the U.S. National Museum, which is a combine of those two, is an 18 with approval of the Civil Service Commission.

Senator PELL. I wonder what the average salary of the directors of the larger museums throughout the country is. Do you have any idea?

Mr. BRADLEY. I have a general idea of that, Mr. Chairman, only. The famous museums that we might be compared with do pay strong salaries to the director, and I would think that we would be within the range. Do you have any figures on that, Mr. Hopkins?

Mr. HOPKINS. No. I don't know what the salaries are.

Senator PELL. I think it might be well to get this information and have it in our record, this general information on the average salary of the top museums of the country.

(The information requested is as follows:)

Confidential inquiry of responsible sources discloses the following information on the salary of the directors of the larger museums of the country: Of 22 principal museums, 20 museums pay the director between \$20,000 and \$35,000. Only two pay under \$20,000.

Senator PELL. But you could live with the Civil Service amendment provided that you were accorded the highest classification of 18, or something of that sort?

Mr. BRADLEY. I would say yes. Do you have anything on that, Mr. Hopkins?

Mr. HOPKINS. I would say so.

Mr. BRADLEY. Mr. Loening, would you care to comment on it?

Mr. LOENING. Well, I think that the salary of our colleagues in private industry is very much higher than what is allowed under the civil service and, of course, that of an enormous museum like the Metropolitan Museum of Art is quite beyond us.

Senator PELL. I believe that there is a Mr. Immer here who would like to testify. This is an open hearing and my general view is that anybody who indicates an interest and a desire should be heard and has that right.

Will you come up, sir? And please identify yourself for the record with your name and address.

STATEMENT OF JOHN R. IMMER, PRESIDENT, FEDERATION OF CITIZENS ASSOCIATIONS OF THE DISTRICT OF COLUMBIA

Mr. IMMER. My name, Mr. Chairman, is John R. Immer. I am president of the Federation of Citizens Associations of the District of Columbia, an organization composed of 43 associations and approximately 23,000 members and which has represented for perhaps 55 years a continuing review by our special committees and so forth of the long-range development and requirements of the District of Columbia. We are concerned primarily with the overall impact of a structure of this kind on the Mall area, as well as the impact, the future impact on attracting tourists to the area, attracting people to the Nation's Capital, and providing proper services to these people who come here.

Now, one thought primarily occurs to me in this respect. We have taken a position that we favor Mr. Widnall's bill, H.R. 8234, which proposed that the National Air Museum be located or built on the Union Station. Now, the reason why we took this position was that we feel that the design we have here and the location are highly inadequate, if you consider that the air industry is perhaps the most rapidly growing and perhaps the most volatile industry that we have in the United States—it is one of the most recent in terms of age, a very new industry.

And here we are, at the very beginning of this thing, we are going to build an air museum that is placed in a straitjacket because there is going to be no chance for expansion of these facilities on the Mall. The Mall is highly restricted. Once this building is up there is never going to be any addition to that site or anywhere in the immediate area. We feel that to do this at the very beginning of the air age—in other words, we think in terms of 50 or 100 years from now, and we cannot imagine that this structure here [indicating model] is going

to be adequate even 10 years from now, with the tremendous development that we have taking place at the present time and which we foresee.

On the other hand, we see the Union Station as being a monument that needs to be preserved. We see it as a building already in existence with rather impressive spatial capabilities already and an almost unlimited capability for expansion beyond and above the existing building. So, therefore, it seems to us that it would be a very great misfortune to put the main expression of the entire industry in a position which, because of its surroundings, is going to be held in a straitjacket with no chance for expansion. We feel this would be a very great mistake.

On the other hand, it seems to us that in the Union Station you could have an almost unlimited potential for expansion. Now we are talking about the space that you have in this building here. I think that even with the present aircraft and the present developments we have which will quite quickly be obsolete—perhaps even before they are completely placed in production, some of them—we are going to need greater space. I think that if we are ever going to think in terms of greater vision, it certainly is in the air industry that we are going to think in those terms, and in that respect I would simply say that this building and its spacing are highly inadequate for what we are proposing to do here.

Thank you, Mr. Chairman.

Senator PELL. Thank you for your statement. I am not in full agreement with you because I do not believe that the Union Station is any bigger than the proposed building. But I would be interested in your comment on this, Mr. Bradley, or that of anyone in your group.

Mr. BRADLEY. Oh, yes; I would be delighted to comment. I thoroughly disagree with Mr. Immer. We are, first of all, possessed of an act of Congress which 6 years ago put the museum on this Mall site that we are here planning. That is the law of the land. The question of the site has been settled by the Congress and is not involved at all in the legislation under discussion.

Secondly, we are making a study, Mr. Chairman, of the Union Station for possible use either as a transportation museum, other than air, or possibly as a visitors' center. Some of us are fond of the old building. How it will all end, we don't know—

Senator PELL. I presume that you hope that the railroads will continue.

Mr. BRADLEY. The Boston-to-Washington rapid train trip is going to come about and there will certainly have to be a rail terminal facility there but perhaps not using the entire rotunda as it does today. As to expansion, it is a common mistake to think that a museum is better because it is bigger. This is a big building. We don't need to exaggerate the proportions of it, because it is of impressive proportions. But it is a building in which Mr. Hopkins or his successor, Mr. Johnston, will be able to present most appropriately a representative collection of aircraft and spacecraft to the American public, at a convenient location where the American public can come and expect to see exhibits in a museum. Thank you.

Senator PELL. Thank you very much, Mr. Immer. Now, we are very fortunate in having Senator Randolph with us, who when he was

a Member of the House played such a role in securing the original enacting legislation. We are glad to welcome you here, Senator, and get the benefit of your ideas.

**STATEMENT OF HON. JENNINGS RANDOLPH, A U.S. SENATOR FROM
THE STATE OF WEST VIRGINIA**

Senator RANDOLPH. Thank you, Mr. Chairman.

Senator PELL. Your good work in this area has been mentioned by Mr. Loening before you came in, Senator.

Senator RANDOLPH. Well, Grover has been uniformly kind to me throughout the years. I have known him for a period during which countless changes in aviation have taken place.

I wished, Mr. Chairman, to come to this hearing this morning for one purpose alone, and that is to indicate my strong support for the ultimate construction and use of the National Air, and, presumably now, the National Air and Space Museum. It has been a considerable period of years since August 12, 1946, when the original authorization measure was signed into law by President Harry Truman.

The bill was presented as House Resolution 5144 on January 15 of that year and it became Public Law 722 of the 79th Congress. My reason for appearing here, as I have indicated, is to express my intense interest in this subject matter. Permit me also to point out, Mr. Chairman, the fact that studies and surveys and planning in this area have all been accomplished with objectivity and I think with a considerable amount of creativeness.

But there comes a time when delay—and there has been some delay in this matter—delay must be turned into decision for action by the determination to move the project forward into actual construction. I think that time is here and perhaps overdue.

It would be my hope that from this hearing there might develop the incentive for positive and affirmative action.

I recall the story of the baby duck and the papa duck that were flying through the air at what they thought was a reasonable speed. A jet went by overhead and baby duck in dismay looked at papa duck and said, "Why can't we fly fast like that?"

Papa duck said, "We could if we had four wings and they were all on fire." [Laughter.] And so there has been a change, a change from the earlier days. I remember Gen. Hap Arnold and the many consultations I had with him in connection with the introduction and the processing through the Congress of this legislation. We are all aware of the dramatic and dynamic changes which have been wrought in the air and now in outer space.

I commend you, Mr. Chairman, and I congratulate those who have stuck with this problem, applying themselves and their backgrounds of knowledge to the formulation of a workable and realistic plan, a plan which it is imperative to bring into fruition now.

Thank you very much indeed, Mr. Chairman.

Senator PELL. Thank you, Senator Randolph. And in connection with the duck story, I cannot help but recall that when too much heat was applied to Icarus' wings, the results were not too fortunate. [Laughter.]

The record will remain open for a few days in order to receive any further statements that may come in. I thank you, Dr. Bradley, very much for your statement, and I congratulate you on the assemblage of people who are familiar with the problem who are here and their marshaling of the facts and the exhibits you have used in presentation and, when they are put into the record, they will do a great deal to lay before the Congress and the public our final plans with regard to this project.

Are there any other people who would like to say anything further before we adjourn this hearing?

Yes, Mr. Biddle?

Mr. BIDDLE. Mr. Bradley, could I ask, because I do not believe it has yet been fully brought out in the testimony, how many aircraft would there be altogether in the museum?

Mr. BRADLEY. Approximately 65 of the large full-scale aircraft. But that, really, Mr. Biddle, is just the beginning because there will be engines and instrumentation, literally thousands of objects all told, to complete the exhibits.

Mr. BIDDLE. How many aircraft would you have now under the Smithsonian's auspices?

Mr. HOPKINS. About 200.

Mr. BIDDLE. And what would be the disposition of the remaining 135?

Mr. BRADLEY. They are available today in a storage depot where people who are scholarly or have a scientific interest or a patent interest go, and if they want to see what was the state of the art at a particular time, why, there it is. We keep them because they are historic and scientifically important. Those will be the reservoir from where there will be drawn special exhibits from time to time. There will be a certain amount of revolving, and the public will expect that. We will have to have the *Kitty Hawk* and other "firsts" on display continuously. But many of the other aircraft will be revolved for special exhibits.

Mr. BIDDLE. That is really in answer to my next question which was: Would there be a rotation of the museum exhibits?

Mr. BRADLEY. To be sure; yes.

Mr. BIDDLE. Thank you. That is all I have, Mr. Chairman.

Senator PELL. For the record, let me ask where the depot you mentioned is located?

Mr. BRADLEY. It is at Silver Hill, Md. Seven miles from where we are.

Senator PELL. I see. Just 7 miles. This concludes the hearing, and thank you very much, and I look forward to the early enactment of the concept of this legislation.

(Whereupon, at 11:35 a.m., the hearing was concluded.)

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