

June 30, 1967

~~FOR~~ NASA

Mr. Harold T. Luskin
President
American Institute of
Aeronautics and Astronautics
1290 Avenue of the Americas
New York, New York 10019

Dear Mr. Luskin:

Thank you for your letter of June 28 and the editorial "Cooperation for Safety in Space" which was attached.

I have taken the time to review the editorial and find it very interesting. I would certainly agree that safety in space is one area where we could cooperate with other world leaders in the space field.

You are no doubt aware of the House action on Wednesday of this week relative to NASA authorization. The motion to recommit included instructions to include an amendment to establish an Aerospace Safety Advisory Panel. The motion carried and the Safety Panel was, therefore, authorized by final passage of the bill.

I do appreciate you sending me a copy of the editorial and will say that I sincerely hope for some realization toward Mr. Webb's appeal for cooperation.

Sincerely yours,

BOB DOLE
Member of Congress

ED:sb

AMERICAN INSTITUTE OF AERONAUTICS AND ASTRONAUTICS

1290 AVENUE OF THE AMERICAS, NEW YORK, N. Y. 10019

OFFICE OF THE PRESIDENT

June 28, 1967

The Honorable Bob Dole
House of Representatives
Washington, D. C.

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JUN 29 1967
BOB DOLE

Dear Mr. Dole:

I am writing to you because of the concern we share over the fatalities that have so unfortunately occurred in manned space flight programs.

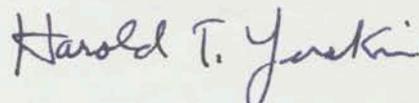
As a means of achieving full success in future manned space efforts, James E. Webb, Administrator of the NASA, has appealed for some type of international cooperation. I have proposed that a form such cooperation could take is a two-nation program concentrated on safety.

My proposal is described in an editorial published in the July 1967 issue of "Astronautics & Aeronautics". A copy of the editorial is attached for your review.

Difficulties of implementation of such a plan are many. In fact, the likelihood that it or some other cooperative plan might even be implemented in the near future is not high. But I hope that this proposal might be a step toward ultimate realization of Mr. Webb's appeal.

Your views on this proposal are of great interest to me, and I would be grateful, therefore, to receive your comments.

Sincerely yours,



Harold T. Luskin
President

HTL:nh

Editorial

Cooperation for Safety in Space

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Editorial

Cooperation for Safety in Space



After what must have been a period of sober reflection, James E. Webb, NASA Administrator, wrote a statement on the death of Cosmonaut Vladimir E. Komarov. Mr. Webb expressed sympathy for Komarov's family and associates. He restated his faith in the worth of space explorations. But most of his message was on the need for cooperation in manned space flight.

American editorialists expressed approval of Mr. Webb's statements on cooperation. There was concern, however, about questions involving national security, as well as other difficulties of a practical and philosophical nature.

These concerns are real. They make it evident that there will not be a program for international cooperation in manned space flight until a plan is proposed that will meet three conditions:

1. It must be demonstrated that the cooperative effort will yield useful results.
2. It must be clear that the proposed effort will be workable.
3. It must be sure that each nation's security is protected.

Various plans for cooperation meet these conditions in widely different ways. It seems certain, for example, that a joint expedition to the Moon, as proposed by Presidents Kennedy and Johnson, would still not be considered technically feasible. It would also not be feasible from the point of view of security, since it would necessarily reveal details of advanced technology.

There is, however, one specific approach that might conceivably be acceptable. I propose a plan to expand the cooperation beyond lunar exploration to include *all* manned space flight, *but to concentrate the cooperation on safety.*

There is a parallel to this plan. Competition, with cooperation where safety is concerned, is the way our commercial air transport manufacturers work. It is the way our airlines work. It has been highly successful. In fact, it is certain that without cooperation for safety's sake, the success of the competing airline companies would have been less than has actually been the case.

Would this proposed plan satisfy the three requirements outlined above?

First, would there be useful results? Those experienced in airline or military safety coordination will surely agree that there would. The degree of usefulness of the coordination, however, would depend on its depth. Superficial cooperation would likely be of little value. On the other hand, total coordination is not feasible and would not guarantee perfect safety anyway. On the basis of many years of experience with aircraft, however, it is clear that dedicated and serious cooperation would have a rewarding payoff.

Second, would such a plan be feasible? Surely, the answer is yes. Such a program would be no different than that carried out by the large number of competing air transport manufacturing and airline operating organizations in many countries. Here, only two organizations and countries are involved. Ultimately, however, the overriding factor determining feasibility is the desire of the parties to cooperate.

Third, could the plan be implemented to protect militarily valuable information? The answer is yes. Large areas of design and operation would never be discussed at all. Some areas would not involve information of security value anyway. Discussions of areas sensitive to security could be preplanned

under a protective principle of reciprocity that would ensure an equal exchange of information.

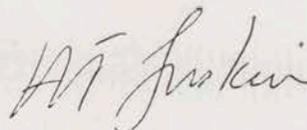
Subjects to be taken up might include exchange of reports on incidents involving safety; exchange of data on design of crew hatches; exchange of presentations on emergency procedures; discussion of an emergency bi-national ground-to-space, space-to-ground, and ground-to-ground communication link; exchange of data to aid rescue operations if one country's astronaut has an emergency landing in the other country, and exchange of data on parachute rigging and deployment.

How would this safety program work? A group representing both governments would meet to formulate agendas, to schedule and plan the meetings, and to make plans for documenting the proceedings and for handling housekeeping and security requirements.

Supporting services could be provided by government organizations or alternatively by a professional society that is expert in arranging meetings, publishing, and translating for the aerospace engineering profession. The leading American institution in that field is the AIAA. It has the staff and it has the experience. The AIAA is therefore ready to participate if asked.

Cooperation for safety could be a step forward in promoting the greatest possible success of manned space exploration. The world would regard it as a meritorious indication that nations can find ways to compete and cooperate at one and the same time. Today, such indications are much needed.

Let both countries work toward the day when a flight crew is saved through cooperative action. That event would be the finest space spectacular, the best space first!



H. T. LUSKIN
AIAA President