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Dear John, Don, Mike and Elaine:

I had an experience on Friday last which I would like to share with you, since each of you made a significant contribution which resulted in such experience.

First, some background:

After the first incident at the White House, including the landing of the airplane on the grounds, the Secretary of Treasury created an Advisory Committee to examine and discuss the security matters and the safety of the President. I am one of

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the six members of that Committee. Because the controllers at the FAA Tower at the National Airport are to control any airplane which is near the White House pattern, we had to investigate what they did and why they did not do more.

On Friday, we visited the Tower. We were briefed by the FAA person who was in charge of the Tower. He was Black. The young man who did most of the actual briefing was also Black. Observing all of the controllers, at least 25 percent were Black and about 10 percent were women.

The two briefers did an outstanding job, impressing not only me, but also Judge Bill Webster, formerly head of the FBI and the CIA, and General David Jones, who had been Chairman of the Joint Chiefs of Staff before Colin Powell.

I call these results to your attention because, as you will recall, when we joined the Department of Transportation in 1975, the minority personnel who was doing anything other than acting as janitor at the controller's division of the FAA was way under 1 percent. The situation for women was comparable, just substitute secretary or clerk for janitor.

One of you pointed out to me that to be eligible to be a controller, a person needed only a high school education, the government gave you 18 months of training, paying the person while in training and, if the person were successful, he or she would have a career which meant ultimately earning up to \$80,000 per year and the person could retire after 20 years on something like 60 percent to 80 percent of the final salary.

We, of course, never used quotas or even guidelines, but we made it clear to the FAA that its hiring, training and promotion policies would have to change. President Ford supported us in all these efforts.

So, you should join with me in feeling happy when I report to you the result in 1995 of the actions that we took in 1975.

Take care.

Sincerely,



William T. Coleman, Jr.

WTC,Jr.:ead