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## BIOGRAPHICAL INFORMATION AND VIDEO TRANSCRIPT

### Biographical Information

**LIEUTENANT GENERAL THOMAS P. STAFFORD** (US Air Force, Retired) was a crew member on the Gemini 6 (December, 1965), Gemini 9 (June, 1966), Apollo 10 (May, 1969), and Apollo-Soyuz Test Project (July, 1975) NASA missions into space. Prior to his career with NASA, he served in the U.S. Air Force as a fighter pilot. Following his time with NASA, he was involved in technical consulting and manufacturing.

**CAPTAIN JAMES A. LOVELL** (US Navy, Retired) was a crew member of the Gemini 7 (December, 1965), Gemini 12 (November, 1966), Apollo 8 (December, 1968), and Apollo 13 (April, 1970) NASA missions into space. Prior to his career with NASA, he was a U.S. Navy fighter pilot. Following his time as an astronaut, Lovell worked as a businessman in the Houston area and became active with the Boy Scouts of America.

**CAPTAIN ROBERT “HOOT” GIBSON** (US Navy, Retired) was a crew member on the STS-41-B (February, 1984), STS-61-C (January, 1986), STS-27 (December, 1988), STS-47 (September, 1992), and STS-71 (June, 1995) NASA Space Shuttle missions. Prior to his time with NASA, Gibson was a U.S. Navy fighter pilot. After his astronaut career, Gibson became a Southwest Airlines pilot.

**CAPTAIN KENNETH D. COCKRELL** (US Navy, Retired) was a crew member on the STS-56 (April, 1993), STS-69 (September, 1995), STS-80 (November/December, 1996), STS-98 (February, 2001) and STS-111 (June, 2002) NASA Space Shuttle missions. Before joining NASA, Cockrell served as a U.S. Navy fighter pilot.

### Video Transcript

LOVELL: Before we were astronauts, we were pilots.

STAFFORD: We know better than most that our national airspace is precious and that our freedom to use it now hangs by a thin thread.

GIBSON: If approved, legislation now being considered by the House of Representatives to privatize the U.S. air traffic control system would damage this country.

LOVELL: It would put the traveling public at unnecessary risk.

STAFFORD: It would needlessly complicate the integration of unmanned aerial systems into our economy and possibly stall commercial space developments.

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COCKRELL: It would surrender the management of our national airspace to a private organization with no accountability to Congress or the executive branch.

LOVELL: It could even endanger our national security.

GIBSON: And it will do all of these things to address no issues of significant urgency.

LOVELL: ATC commercialization is a solution in search of a problem.

STAFFORD: The American air traffic control system is the busiest, safest and most efficient in the world.

LOVELL: Please, take out your phone right now.

COCKRELL: Call the number below to be connected directly with the office of your congressional representatives.

LOVELL: Encourage them to vote against H.R. 2997.

STAFFORD: Your voice can and will make a difference.

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