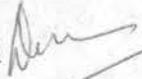


OFFICE OF THE VICE PRESIDENT
WASHINGTON 20501

September 13, 1967

FOR: Ted van Dyk

FROM: Don Paffel 

I have had a number of inquiries from government agencies and industry for the Vice President's impromptu remarks at the Air Force Association Convention. A copy of the remarks is attached.

Also attached is a copy of the original speech so you can be fully apprised of all his remarks.

Attach.



OFFICE OF THE VICE PRESIDENT
WASHINGTON, D.C.

TO: TERRY EDWARDS

FROM: SANDY JENNETT

COL. PAFFEL SENT THIS
TRANSCRIPT. FOR YOUR FILES.

Thank you very much, President Smart, [Secretary Brown,
and my good friend, Jess Larson, ~~General~~ Holloway, and my trusted
and gifted, reliable, pilot and good friend, Colonel Drummond.] I
must say that this has been a rather unusual and surprising moment
for me. If you think it was a surprise that I came in, you must
understand how surprised I was to find you eating when I came on
to this platform. I gathered that we would ~~find~~ ^{have} just a few people
together that really didn't have much else to do and I would have
a chance to say a few words to them, and then get on my way. But
my friend, Ed Welsh, Dr. Welsh, didn't give me the inside informa-
tion. He kept it as a classified document apparently that you were to
be here and that I was to be here. So the surprise is two-fold.] I

ground bound
186 want to thank the Air Force Association for this very appropriate *gift of a*
airline
~~gift and chair. It will be~~ *It is received with a heartfelt of gratitude*
as and, well, ~~there are~~ *to* other parts of the anatomy I could mention, ~~too,~~
~~but I sat in it and it seems to be comfortable and soft. I have been told~~
and that ~~it~~ will recline. I want you to know that the President of the United
States is opposed to such leisure and, like other officers, I take my
orders and respond to the wish of the Commander-in-Chief. I was
pleased that ~~Bob Smart~~ *President* ~~is~~ *saw fit* has offered to note that I do a good deal of
flying ~~and~~ *ask* also to appropriately note that most of the turbulence that
I have encountered has been on the ground. The reason for that is that
~~the man that's been flying me~~ *my pilot* avoids the turbulence when we are airborne.
~~Colonel Drummond~~ but when we're on the ground I'm in charge of ~~me~~

My program

~~and~~

and we've run into a few storm clouds once in a while. [I ~~was~~

noticed out here in ~~xxxx~~ one of the exhibits that ^{said} forward air control,

ERROR, and I said, oh man, if I had just gotten a hold of one of those

25 years ago what I could have avoided.] [All the mistakes that one has

made.] I have traveled a great deal by air, [my friends; I think I ought

to let you in on the secret - two secrets - first of all, ^{So much so every time} my grandchildren,

~~every time they~~ see an airplane, [and they live near an airport, why]

they point up to the airplane and ~~they they xxx~~ the youngest one [that

calls me Boppa] says ~~that~~ "there's Boppa". [Every time an airplane

goes over they identify that as their grandfather's.] Well, I'm happy

to tell you that ^{I do} I'm able to do a great deal of my work in an airplane,

~~and~~ I do [and I can] use practically every known form of ^{Transportation} communication

^{short of the} ~~outside of a~~ space capsule, and there have been several suggestions that

I ought to try one of those. [Colonel Paffel, in my office, of the United

States Air Force ^{I was advised that as} recently presented me a little breakdown of the air

travel of ^{I have} the Vice President [and he said that you've] traveled over

500,000 miles by air ^{in all forms of transportation.} ^{many different types of transport performing my} You've used ^{duties.}

^{Shave used many types} ~~several xxxxxxxx~~ varieties of helicopters, commercial transport,

^{and submarine} ~~air~~ transports, ^{anybody else's} transport - I've even got in trouble

in some of it] I've been to 26 countries, four continents, 49 states,

~~and~~ ^{had} over 500 air missions, in less than three years ^{of being} Vice President. ^{on V.P.}

~~I don't want you to think that I haven't been here~~ ^{I want you to know I work while I fly and} ~~because~~

~~because~~ when I get back I generally stay up pretty late at night ^{working on} trying

~~to catch up on the work that I missed during the daytime.~~ ^{materials that come in while I was flying.} I'm grateful

to safe aircraft, reliable aircraft, high performance aircraft, and

competent pilots and crew. [I said to Secretary Brown that I've visited

more air bases than he has and he ~~six~~ said, "yes and they're happier

and being briefed

to see you than me.] I've had a wonderful experience visiting with our officers and men of the United States Air Force, United States

Navy, the Marine Corps, the United States Army, ^{and} the ~~Coast~~ Coast

Guard. ^{They are in} all of whom ^{to perform their mission.} have some aviation attached to them, of course.

Have seen the fine ~~to see the quality of men and equipment, and also to see the needs of~~ ^{all others} *I have seen the R+D*

~~our~~ our Air Force and of ~~those~~ ^{all others} involved in aviation. [Now you're

fortunate today, I'm going to go to the White House to have lunch and there is one thing I've learned is that you had better be on time if you're invited to lunch at the White House. The King of Greece is here and the President is entertaining the King today in a luncheon.

~~that~~ I mentioned that only to tell you that you will be able to ~~have~~

have your dessert in just a little while. ^I I don't intend to hold you

too long.] ^{you to know it was my own desire to attend today} I wanted to ~~come to the Air Force Association exhibit~~

~~I think you might know I showed to Dr. Welsh on the way over here~~

~~where I have some collective leadership ~~ix~~ on my staff. They all~~

~~get together and decide what I'm supposed to do and they had a~~

~~recommendation. They said on this ~~one~~ occasion since you were~~

~~there last year we recommend that you do not go. So I decided to~~

~~assert my independence and not be bound down by rules and regulations~~

~~or overpaid staff and I said I will go. And I arrived here. I want to~~

~~amend that, overworked staff, I meant. I haven't had as much time~~

here today as I would have liked. There is such a galaxy of exhibitions

and exhibits that ~~k~~ it would take much more time ^{to see everything.} than I've been able to

~~get to it.~~ ^A I should add that I thought that the American participation

in the air show at Paris this past year was superb. I think that the

planning that went into it was the best that we've had except for next

year. We're going to do better next ^{time.} You may recall that ^{about}

two years ago I had the opportunity of going ^{to the Paris Air Show} over there and taking

^{and took} a good look at it. When we came back, we made some recommenda-
^{and this year we had a good show,} tions, I don't ^{believe} that the United States ^{should be} means second in any
 thing. That's just my simple creed in life. [I think that if you're
 in a two-man race you ought to be first or you're last. And I've
 been in a few like that, and I know what that means.] When I hear
 people say that we're doing pretty good I say well, that's not good
 enough. There's only one ~~park~~ ^{best} place for this country to be in anything
 that it attempts to do. It ought to be out front. It ought to be out
 front in space and aeronautics, science and technology, in education.
 It ought to be out front in good living, economic progress, and social
 stability. We can do it. I have unbounded faith in the qualities of the
 American people and the ability of this nation to do whatever it wants
 to do. And I have little time for these timid souls that wonder whether
 we can do it. If we buckle down to the task, we can do what needs to
 be done. And it's about time everybody in America makes up their
 minds that ^{this} is essential if you hope to be a leader. You can't be a
 leader by being ^{timid} a coward. You cannot be a leader by hoping that
 it's going to work out. You cannot be a leader by being an apologist.
 You can be a leader by performance. High performance aircraft, ^{help a}
 high performance country.

Now, I'm privileged to be the Chairman of the National
 Aeronautics and Space Council, frequently called the ~~N~~ Space Council.
~~Also~~ I ^{worry} regret that we put the ^{all the} ~~emphasis~~ emphasis on the space ^{side} ~~aspect~~
 because, truly, the aeronautics ^{side} ~~aspect~~ is ~~axixak~~ of vital importance.
 Most of us are ~~is~~ going to be using manned aircraft for a long time ^{and}
~~come.~~ It has a place in both the commercial and the military areas ~~x~~
 of our life that is second to none. ~~And We ought to~~ ^{must} spend a great deal
 of time and energy and emphasis ^{on aeronautics.} ~~on~~ upon it. I have a personal interest
~~as has been indicated~~ in good advanced aircraft, reliable aircraft, and
 reliable performance, ^{and} high efficiency ^{aircraft} performance, ~~and~~ I was pleased

today to see ^{these} ~~this~~ advanced aircraft and new engines, to ~~take a~~ look at some of the exhibits ~~and~~ ^{on} avionics and ~~in the~~ aircraft operation.

I don't have time to mention all of those that I've seen. ⁹ All I can is that I hope that hundreds and thousands of our fellow Americans will have a chance to see your exhibition. ⁹ Here I see the Air Force

Association and industry teams ~~are~~ working together, ~~as should be the case~~. We often think of our respective endeavors as separate enterprises. We in government and you in industry are partners, ~~and that~~ partnership must be one not merely of calling the shots, ~~as they say,~~ or giving command but rather of a closer working association of dialogue and ^{of} discussion and finally of agreement on what we want to do. ~~Now I want to~~ thank the Air Force Association

for its leadership, for its ~~continuing~~ continuous emphasis upon the importance of aviation and particularly aeronautics. ⁹ ~~I leave w you~~

~~with one or two thoughts.~~ ⁹ I said to Secretary Brown that one of the concerns that I have is that with all of this tremendous improvement in aviation, ^{such as} ~~with~~ the new jumbo transports, ~~with all that I've seen here,~~ and the capacity to lift large loads with ~~these~~ huge helicopters, and with ~~what I've seen with~~ vertical take-off and with ~~what I've~~

~~seen of the F-111 and all that I've seen here today,~~ ^{etc} ~~what worries me~~ is that we have not made an ^{systems} approach to ^{ground} aviation, ^{Solve Problems} ~~on a systems~~ ~~systems~~ approach both on the point of control like the ~~Fxx~~ FAA, industry, and the military system ^{solve Aircraft Problems} ~~itself~~. Since most Americans are going to be

traveling in commercial aircraft, I think it's imperative that we take a good look at our capacity to handle the ever-increasing volume of ^{aircraft} ~~machines and~~ ^{air traffic} ~~that are going to be involved in aviation and our~~ ^{+ community} ~~airport program, our airport, development program,~~ and ~~sister airports~~ and the mobility of people from airports to the center city or to their homes, the use of air freight, all of this requires, I think, a much more coordinated emphasis than it has had thus far. This is not ~~to~~ be

critical of those who have taken on the responsibility. It's just a point ^{of collectively} of doing a better job ^{at all levels.} This means FAA, USAF, Air Force Association, industry, or whoever it may be, has a bigger assignment in the years ahead. ~~My final point is that~~ the aviation industry and all those associated with it, with the computer, the transistor, the electronics industry, the people who develop the engines and ^{Aircraft parts} all the multiplicity of parts that go into aviation or aeronautics. ~~That industry~~ can do more in the next decade to relieve the social and economic problems of this country than ^{any other} industry. ~~I know.~~ I urge upon you to give ~~xxx~~ special consideration to the hiring of people who need jobs, of walking the extra mile ^{and} ~~that~~ putting in plants in what we call rural America as well as the large cities, getting out where there is an untapped labor force that can be trained ~~in short order and xxxxxx~~ produce and outproduce anybody you've ever heard of. We have to stop some of the immigration to the massive cities of America, ^{We must} to provide jobs and economic opportunity and cultural enrichment in what we call rural America and we can do it. I travel over this country; I've been in 49 states; I've seen more towns and cities in America than any public official with few exceptions ~~and maybe with no exceptions.~~ I ~~get out to~~ see what people need and what they want. You're going to have city problems that will overwhelm you and inundate you unless we can do something to provide job opportunities, social opportunity, economic opportunity, educational opportunity, in cities ~~of~~ that are of ~~5 million, 1 million, 2 million,~~ or 3 million in size. We need to spread the base of America, ~~and to~~ those of you who are in industry here today whether you are a president of a company or ^{a staff worker} ~~whether you are one who wants to be president of a company there are people like that you know, you~~ I hope that you will take this message back to your associates. I hope that you will

take a ^{good} look at America. Believe it or not, there are many places in this country that are waiting for you. Believe it or not, there are real opportunities for you. There are real opportunities to make money, to make a better product, to do it better and faster than you ever dreamed possible. All you have to do is wake up, see the acres of diamonds that are at your feet. ~~I guess that's more than I intended to say.~~ Thank you very much.

VICE PRESIDENT'S SPEECH AT AFA CONVENTION

SEPTEMBER 11, 1967

Thank you very much, President Smart. I want to thank the Air Force Association for this very appropriate gift of a ground-bound, 8 G, airline chair. It is received with a heartfelt of gratitude and, as well, to other parts of the anatomy I could mention. I sat in it and it seems to be comfortable and soft. And, it will recline. I want you to know that the President of the United States is opposed to such leisure and, like other officers, I take my orders and respond to the wish of the Commander-in-Chief. I was pleased that President Smart saw fit to note that I do a good deal of flying. He also appropriately noted that most of the turbulence that I have encountered has been on the ground. The reason for that is that my pilot avoids the turbulence when we are airborne, but when we're on the ground I'm in charge of my program, and we've run into a few storm clouds once in a while. I have traveled a great deal by air. So much so, that every time my grandchildren see an airplane, they point up to it and say "there's Boppa." I'm happy to tell you that I do a great

deal of my work in an airplane. I do use practically every known form of transportation, short of the space capsule. There have been several suggestions that I ought to try one of those.

I was advised that, as Vice President, I have traveled over 500,000 miles by air in many different types of aircraft performing my duties. I have used many types of helicopters, commercial transport, and military transports. I've been in 26 countries, four continents, 49 states, and had over 500 air missions in less than three years as Vice President. I want you to know I work while I fly, and when I get back I generally stay up pretty late at night working on materials that came in while I was flying. I'm grateful to safe aircraft, reliable aircraft, high performance aircraft, and competent pilots and crew. I've had a wonderful experience visiting and being briefed with our officers and men of the United States Air Force, United States Navy, the Marine Corps, the United States Army, and the Coast Guard. All of them are in aviation to perform their missions. I have seen the fine quality of men and equipment. I have seen the aeronautical research and development of our Air Force and of all others involved in aviation.

I want you to know it was my own desire to attend today. I haven't had as much time here today as I would have liked. There is such a galaxy of exhibitions and exhibits that it would take much more time to see everything.

I should add that I thought that the American participation in the air show at Paris this past year was superb. I think that the planning that went into it was the best that we've had except for next year. We're going to do better next time. About two years ago I had the opportunity of going to the Paris Air Show and I took a good look at it. When we came back, we made some recommendations and this year we had a good show. I don't believe that the United States should be second in any thing. That's just my simple creed in life. When I hear people say that we're doing pretty good I say well, that's not good enough. There's only one place for this country to be in anything that it attempts to do. It ought to be out front. It ought to be out front in space and aeronautics, science and technology, in education. It ought to be out front in good living, economic progress, and social stability. We can do it. I have unbounded faith in the

qualities of the American people and the ability of this nation to do whatever it wants to do. And I have little time for these timid souls that wonder whether we can do it. If we buckle down to the task, we can do what needs to be done. And it's about time everybody in America makes up their minds that this is essential if you hope to be a leader. You can't be a leader by being timid. You cannot be a leader by hoping that it's going to work out. You cannot be a leader by being an apologist. You can be a leader by performance. High performance aircraft help a high performance country.

Now, I'm privileged to be the Chairman of the National Aeronautics and Space Council, frequently called the Space Council. I worry that we put all the emphasis on the space side because, truly, the aeronautics side is of vital importance. Most of us are going to be using manned aircraft for a long time and it has a place in both the commercial and the military areas of our life that is second to none. We must spend a great deal of time, energy, and emphasis on aeronautics. I have a personal interest in good

advanced aircraft, reliable aircraft, and reliable performance and high efficiency aircraft. I was pleased today to see these advanced aircraft and new engines, to look at some of the exhibits on avionics and aircraft operation.

Here I see the Air Force Association and industry teams working together. We often think of our respective endeavors as separate enterprises. We in government and you in industry are partners. That partnership must be one not merely of calling the shots or giving command but rather of a closer working association of dialogue and of discussion and finally of agreement on what we want to do. I thank the Air Force Association for its leadership, for its continuous emphasis upon the importance of aviation and particularly aeronautics.

I said to Secretary Brown that one of the concerns that I have is that with all of this tremendous improvement in aviation such as the new jumbo transports, the capacity to lift large loads with huge helicopters, and with vertical take-off and the F-111, etc., I still worry that we have not made a systems approach to solve ground problems. FAA, industry, and the military systems solve aircraft

problems. Since most Americans are going to be traveling in commercial aircraft, I think it's imperative that we take a good look at our capacity to handle the ever-increasing volume of aircraft and air travelers in our airports and community development programs. The mobility of people from airports to the center city or to their homes, the use of air freight, all of this requires, I think, a much more coordinated emphasis than it has had thus far. This is not to be critical of those who have taken on the responsibility. It's just a point of collectively doing a better job at all levels. This means FAA, USAF, Air Force Association, industry, or whoever it may be, has a bigger assignment in the years ahead. The aviation industry and all those associated with it, with the computer, the transistor, the electronics industry, the people who develop the engines and aircraft parts can do more in the next decade to relieve the social and economic problems of this country than any other industry. I urge upon you to give special consideration to the hiring of people who need jobs -- of walking the extra mile and putting in plants in what we call rural America as well as the large cities -- getting out where there is an untapped

labor force that can be trained and outproduce anybody you've ever heard of. We have to stop some of the immigration to the massive cities of America. We must provide jobs and economic opportunity and cultural enrichment in what we call rural America and we can do it. I travel over this country; I've been in 49 states; I've seen more towns and cities in America than any public official with few exceptions. I see what people need and what they want. You're going to have city problems that will overwhelm you and inundate you unless we can do something to provide job opportunity, social opportunity, economic opportunity, educational opportunity, in cities that are of three million in size. We need to spread the base of America. To those of you who are in industry here today whether you are a president of a company or a staff worker, I hope that you will take this message back to your associates. I hope that you will take a good look at America. Believe it or not, there are many places in this country that are waiting for you. Believe it or not, there are real opportunities for you. There are real opportunities to make money, to make a better product, to do it better and faster than you ever dreamed possible. All you have to do is wake up, see the acres of diamonds that are at your feet.

Thank you very much.

REMARKS

VICE PRESIDENT HUBERT HUMPHREY

AIR FORCE ASSOCIATION

WASHINGTON, D.C.

September 11, 1967

The exhibits I have seen and the briefings I have received were most impressive. Unfortunately, I haven't more time, as I would like to see and listen to the presentations of each of the many briefing displays.

I was pleased with the emphasis in the field of aviation -- advanced aircraft, engines, avionics, and operations. No one is a greater believer than I am in the benefits to our society of the space program -- but I do think major attention must be given also to improving aeronautics.

Here I see the Air Force Association and the industry teams are doing just that.

We often call the National Aeronautics and Space Council just "the Space Council" for short -- but the aeronautics responsibilities are there too, and you can be sure that anyone as mobile as I am gives attention to that field as well as to space.

I am also impressed with the attention the Association is giving this year to education. The "Education for the 1970's" program looked most interesting. This is one of our major challenges -- to educate our young people so that they can and will make the most of the opportunities and advantages this great country offers. I know with proper application of our new educational technology that they will do better than we have done -- and I make no apology for the latter.

My congratulations to the Air Force Association for putting on this outstanding program -- which exemplifies initiative in the private and public sectors, illustrates imagination and productivity, and reveals the results of combining hard work and advanced technology.

Thank you again for the opportunity to be with you.

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