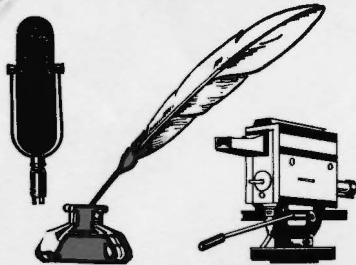


The original documents are located in Box D31, folder “Pro-Nixon Speech, Ann Arbor, MI, March 26, 1971 (Includes diagram of TU-144 supersonic plane)” of the Ford Congressional Papers: Press Secretary and Speech File at the Gerald R. Ford Presidential Library.

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CONGRESSMAN
GERALD R. FORD
 HOUSE REPUBLICAN LEADER

**NEWS
 RELEASE**

--FOR RELEASE AT 6:30 P.M. FRIDAY--
 March 26, 1971

Excerpts from a Speech by Rep. Gerald R. Ford

The times change, and political parties and governments must change with them.

I find that change has swept through the Republican Party, ripping away the cobwebs of reaction and the resistance to reform.

Who would have thought just a few short years ago that the Republican Party would be championing the first major overhaul of the welfare system in four decades?

Who would have thought just a few short years ago that the Republican Party would be advocating a massive sharing of Federal income tax revenue with the cities and states?

Who would have thought just a few short years ago that the Republican Party would be proposing to reshape the entire Federal Government by cutting the number of Federal cabinet departments?

The Republican Party has become the party of daring and imagination--the party of boldness and reform--the party of the future--the party of hope for America.

The Republican Party is alive with new ideas and programs for meeting the needs of the people, for restoring our environment, for bringing the best possible health care to the people, for improving the quality of life in America.

Despite Democratic Party roadblocks to change, the Republican Party has brought great progress to the American people in the past two years.

Despite the fact that Richard Nixon was the first President since Zachary Taylor to enter office with Congress firmly in control of the opposition party, the wheels of progress have been turning steadily and the record is there to prove it.

It was the Nixon Administration that reversed the course of the war in Vietnam; that developed a new strategy for peace in the world centered on the Nixon Doctrine; that brought about ratification of the Nuclear Non-Proliferation Treaty; that entered into serious negotiations with the Soviet Union on the limitation of strategic arms; that renounced biological weapons and the first use of chemical warfare; that achieved a draft treaty prohibiting the emplacement of nuclear weapons in the seabed; that reordered our national priorities by devoting a greater part of the Federal budget to human needs than to defense spending; that pushed through major reforms in the postal system, in the executive office of the President, and in many other areas of the Federal bureaucracy; that achieved the most significant improvements in the history of unemployment insurance; that acted to protect the environment by creating

a new Council on Environmental Quality and a new Environmental Protection Agency; that brought about more school desegregation in two years than in the entire period between 1954 and 1969; that won passage of legislation to improve on-the-job safety for America's working men and women; and that got a reluctant Democratic Congress to adopt legislation for a stepped-up fight against organized crime and the drug menace.

Republicans in the last Congress can point to a formidable list of accomplishments--among them postal reform, draft reform, the Occupational Health and Safety Act, and the Comprehensive Drug Abuse Control Act.

Now we look to the future. We look for more progress--progress toward peace, and progress toward prosperity in peacetime.

In his State of the Union Message of last Jan. 22, the President laid a blueprint for progress before the Congress and the Nation.

He set forth six great goals--prosperity in peacetime, welfare reform, the restoration of our environment, the best possible health care for all Americans, Federal revenue sharing with the cities and states to put the money where the problems are, and complete reform of the Federal Government through an overhaul of cabinet departments.

With one stroke, the President has challenged the Nation to scrap what has failed and to turn instead toward meeting the needs of tomorrow in tomorrow's terms.

What the President is asking for is a chance to prove that Government can work.

He is seeking to do this by moving to replace the present scandalous welfare system, to establish work incentives and work requirements, to aid the working as well as the non-working poor with an income floor, to bolster state and local governments, to overhaul job training and job placement programs, to share Federal income tax revenue with cash-starved cities and states whose taxes are climbing toward the sky.

Republicans want to reform government itself--so that instead of sliding further into musclebound ineffectiveness it at last can bridge the gap between promise and performance.

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The problems of Michigan are not the same as those of New York. The problems of Ann Arbor are not identical with those of Albany. That is why we need Federal revenue sharing.

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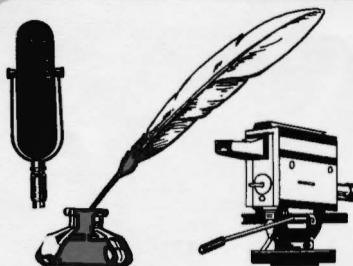
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Let's make this country belong to the people again. Let's build a new America.

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*Distribution: 20 Copies of Mr. Ford
3/25/71*

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HOUSE REPUBLICAN LEADER

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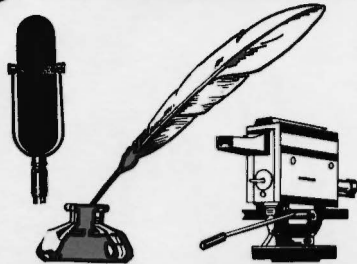
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Brian Connolly
Harry Chase



CONGRESSMAN
GERALD R. FORD
HOUSE REPUBLICAN LEADER

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#

Progress & Change.

9 notes -

BROAD/BROAD

Inevitability of PROGRESS & CHANGE

Individuals, groups & Nations that
refuse to meet the CHALLENGE
fall behind.

Over the years America, as individuals

as a Nation, have met challenge.

① 1900s all
② Election of President

Government -
① Roosevelt
② Reconstruction

① Trade. 1930s
Hawley / Cordell
Hull.

② science. Ballistic missile
MIRV / ABM

③ Isolationism to Internationalism
Albert / Briggs - Vandenberg.

World Leadership ~

2 see a tendency (Albert
Briggs)





OFFICE OF THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

February 25, 1971

Honorable Gerald Ford
House of Representatives
Washington, D. C. 20515

Dear Gerry:

Secretary Volpe had some of these little anecdotes researched and thought some of you folks on the Hill might find them useful in combating all the bunk being circulated by the anti-SST forces.

Sincerely,

A handwritten signature in cursive script, appearing to read "Laurence J. Burton", is written over the typed name.

Laurence J. Burton, Director
Office of Congressional
Relations

Enclosure

*Tolson
Hatch
Brock
Scott
Immel*



Secretary Volpe
One-Liners

--In 1829 the then-Governor of New York, Martin Van Buren, wrote a letter to President Andrew Jackson expressing his belief that the government should "protect the American people from the evils of railroads." Van Buren exclaimed, "railroad carriages are pulled at the enormous speed of 15 miles per hour by engines which, ... snort their way through the countryside setting fire to crops, scaring the livestock, and frightening women."

--Brigadier General "Chuck" Yaeger, first test pilot to break the sound barrier in 1947 was told by "experts" before his historic flight that he would "disintegrate" or become a "vegetable" or that his "bone marrow might demineralize."

--At the direction of King Ferdinand and Queen Isabella, a panel of Spanish sages looked at Columbus' plan for a voyage to the Indies, and in 1490 came up with six good reasons why it was impossible.



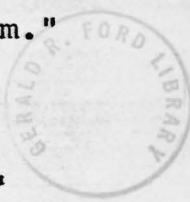
--A group of Aristotelian professors once told Galileo that that "Jupiter's moons are invisible to the naked eye, and therefore can have no influence on the earth, and therefore would be useless, and therefore does not exist."

--So called rail experts in the 19th century said railroads would kill passengers. Anyone, they said, travelling at 30 mph could not breathe and would die of suffocation.

--One week before the Wright Brothers flew at Kitty Hawk, the New York Times editorially advised Samuel Langley (a Wright brothers competitor) to turn his talents to "more useful employment."

--In 1940 the editor of Scientific American wrote Willy Ley, prophet of space travel, that the notion of a rocket bomb was "too farfetched to be considered."

--In 1945 Dr. Vannevar Bush, head of the Office of Scientific Research and Development, said that intercontinental missiles would not be possible for a "very long period of time. The American public," he said, "should not even think about them."



--French historian Emile Faguet wrote in the late 19th century that, "The chances are that from now on history will be less filled with vicissitudes, less colorful. The great conqueror, the great reformer, and the great statesmen will become increasingly rare." So much for Lenin, Mussolini, Stalin, Hitler, Wilson, Gandhi, Churchill and Roosevelt.

--Arthur Clarke, the science and science fiction writer, says, "When a distinguished but elderly scientist states that something is possible, he is almost certainly right. When he states that something is impossible, he is very probably wrong."





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144



Изящны и стремительны формы сверхзвукового пассажирского лайнера ТУ-144. Обладая превосходными летно-техническими качествами, — скорость 2500 км/час, дальность беспосадочного полета 6500 км, высота полета до 20000 м — самолет может доставить пассажиров из Москвы в Хабаровск за 3 часа, в Дели за 2,5 часа, в Париж или Лондон за 1,5 часа. Скоротечность воздушного путешествия открывает широкие перспективы для деловых поездок и туризма.

В двух просторных салонах лайнера, цветовая гамма отделки которых может быть выполнена с учетом традиций отдельных авиалиний, свободно размещается 120 пассажиров. При необходимости салоны легко переоборудуются из первого класса в туристский, что позволяет увеличить число пассажиров до 130—150 человек.

Мягкие, удобные кресла, принципиально новая система кондиционирования воздуха, современный бар-буфет с широким ассортиментом холодных и горячих блюд, прохладительных напитков, наконец, почти полное отсутствие шума и вибрации предоставляют пассажирам максимальный комфорт в полете.

Совершенная система управления в сочетании с пилотажно-навигационным комплексом обеспечивают автоматическое управление самолетом на взлете, в полете и при посадке в сложных метеорологических условиях. Благодаря этому экипаж самолета состоит всего лишь из двух летчиков и бортинженера.

Радиокomплекс лайнера позволяет осуществлять устойчивую связь с международной системой навигационных и посадочных маяков, обеспечивая полет по любым международным авиалиниям. Все основные системы самолета имеют многократное резервирование, поэтому нарушение работы любой из них не оказывает влияния на режим полета.

Взлетно-посадочные характеристики ТУ-144 делают возможным его эксплуатацию на всех международных аэродромах, в том числе и высокогорных, а также в условиях высокой температуры окружающего воздуха.

Техническое обслуживание самолета осуществляется одновременно всеми наземными службами, что в сочетании с автоматизированной контейнерной погрузкой багажа позволяет подготовить самолет к вылету в промежуточном аэропорту за 30—40 минут, а в конечном аэропорту — за один час. Проверка всех систем, запуск двигателя, кондиционирование салонов могут производиться автономно, без использования аэродромных средств обслуживания.

Самолет ТУ-144 создан в соответствии с международными нормами летной годности, предъявляемыми к пассажирским самолетам.

Малое время в пути, высокая регулярность полетов, отличный комфорт для пассажиров, гибкость и оперативность в использовании самолета — все это открывает большие возможности для его эксплуатации на многих авиалиниях.

Elegant and streamlined in shape, the TU-144 supersonic airliner has perfect flying qualities: it cruises at a speed of 2,500 km per hour at a height of 20,000 metres, and has a range of 6,500 km.

In 3 hours it will whisk you from Moscow to Khabarovsk—that's right across the Soviet Union. London or Paris takes 1.5 hours and you can do Delhi—Moscow in just 2.5 hours. Highspeed, time saving travel like this is a boon for businessmen and tourists alike.

The liner's two spacious cabins can comfortably seat 120 passengers and, if necessary, they can be rearranged to accommodate 130—150 Tourist Class passengers.

The décor is in line with the best traditions of airline design: You just sink into your seat, there's a new system for air-conditioning, a bar with a wide variety of hot and cold dishes and iced drinks, and hardly any noise or vibration to bother you so that you feel really comfortable during your flight.

The sophisticated apparatus provides for automatic control of take-off, during flight and for landing in almost any kind of weather. Because we have automated so much, the crew only needs two pilots and a flight engineer.

The liner's communication system ensures a constant link with all international aeronautical centres and localiser beacons so it can fly on any international route.

All main aircraft systems have repeated stand-by so any fault is taken care of and flight safety is guaranteed.

With a performance like the TU-144's on take-off and landing every international airport, even high in the mountains or in a very hot climate can cater for it.

Ground servicing is done by all ground staff simultaneously and this, in combination with container loading of luggage cuts flight preparation down to a mere 30 or 40 minutes at an intermediary airport and an hour at a terminal airport. Checking out of all systems, starting up engines and air-conditioning in the cabins are all controlled independent of ground crew services.

The TU-144 liner is built in accordance with international flying fitness standards.

Time-saving, on-schedule flights, exclusive comfort, ease of operation—all this makes the TU-144 a must for every airline.



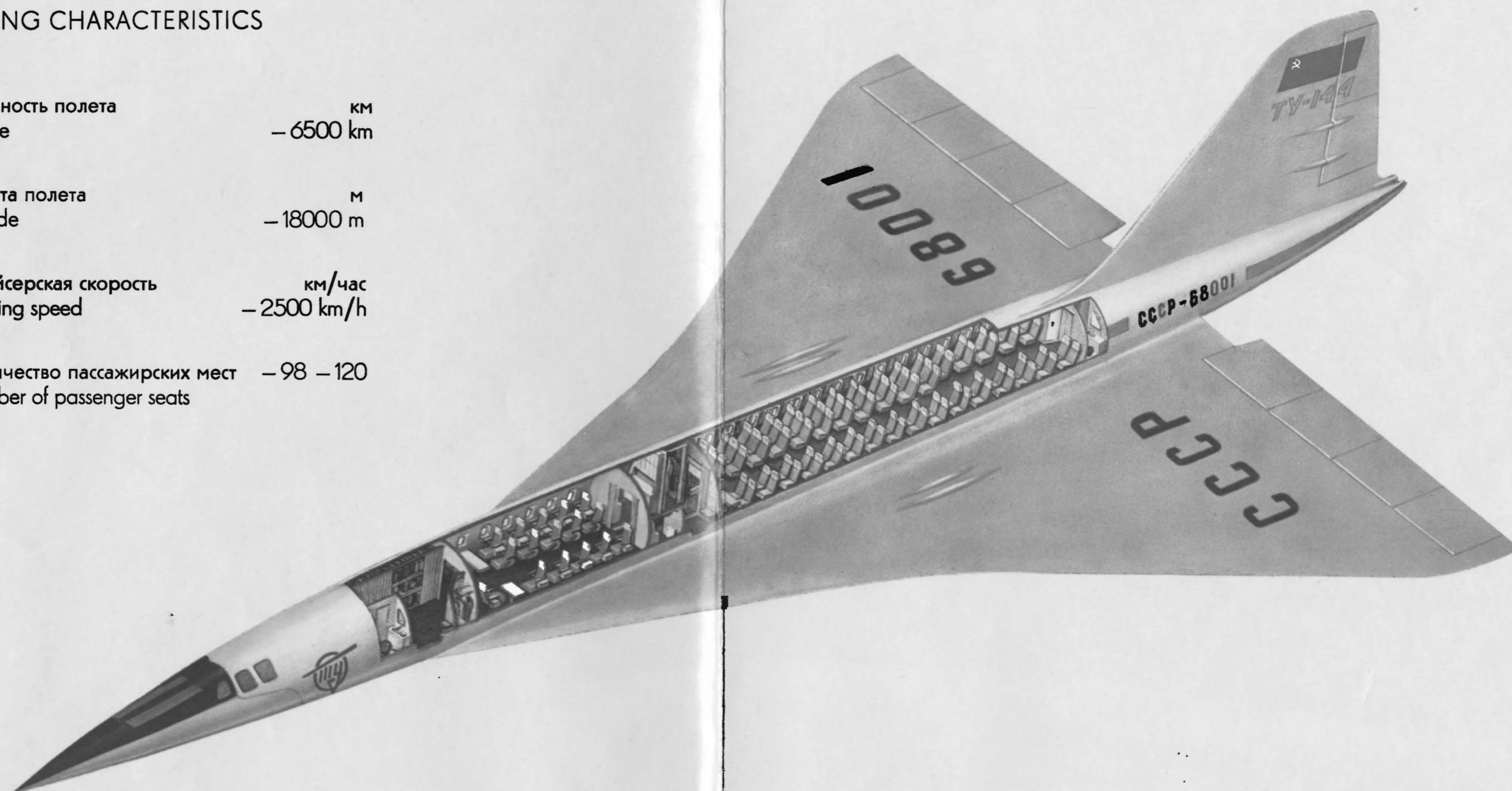
ОСНОВНЫЕ ЛЕТНО-ТЕХНИЧЕСКИЕ ДАННЫЕ FLYING CHARACTERISTICS

Дальность полета км
Range — 6500 km

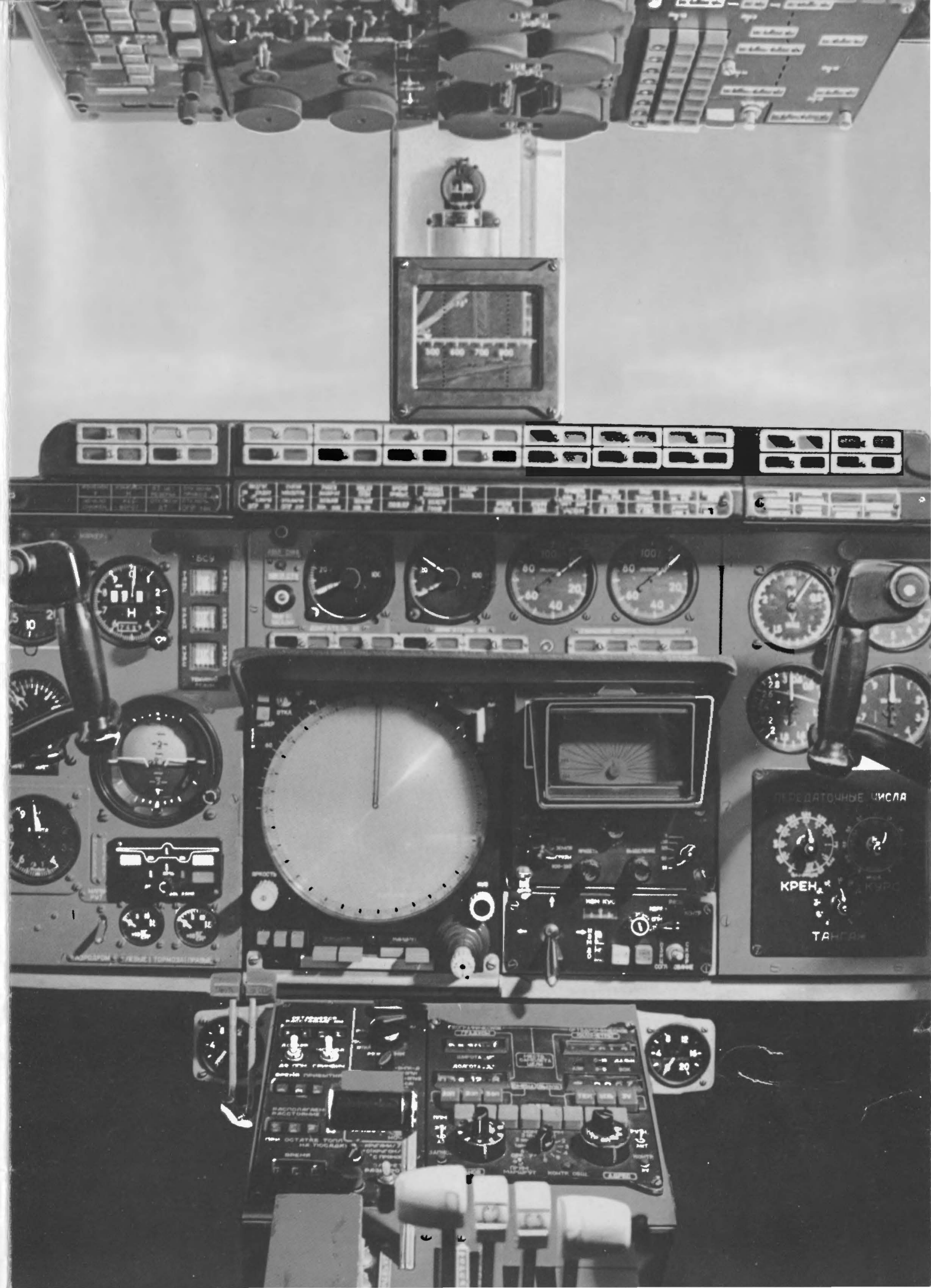
Высота полета м
Altitude — 18000 m

Крейсерская скорость км/час
Cruising speed — 2500 km/h

Количество пассажирских мест — 98 — 120
Number of passenger seats



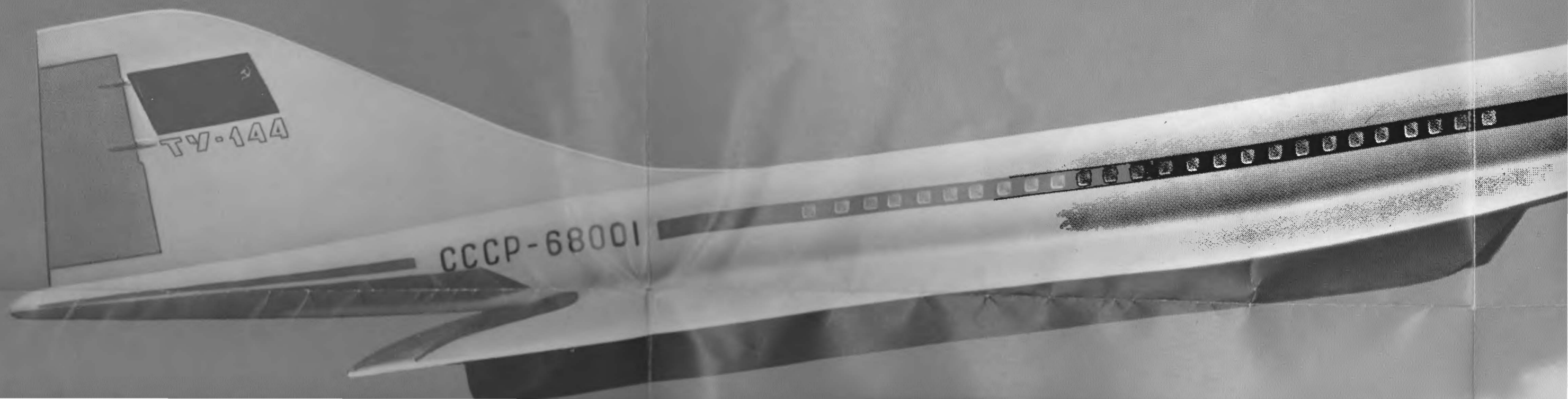
СКОРОСТЬ И КОМФОРТ • SPEED AND COMFORT





АЭРОФЛОТ


Soviet airlines







ТУ-144 — СВЕРХЗВУКОВОЙ ПАССАЖИРСКИЙ
TU-144 — SUPERSONIC AIRLINER



СКИЙ САМОЛЕТ