

The increase in hours required to fly for a charity event is only another example of unnecessary regulation. I think every pilot is aware that hours do not always equal competence and judgment in an airplane. I have flown with student pilots with exceptional skills, and airline pilots who don't belong in any kind of airplane. By using hours as a yardstick of competence, the government would be excluding thousands of low-time, safe pilots who simply want to make a difference.

The proposed 135 rule for sightseeing tours is equally as harsh. General aviation has been under attack for two years, and the elimination of the 25 NM rule will only drive more and more operators out of business. Many small companies simply do not have the money and resources needed for a 135 operation, but have run safe sightseeing flights for years. Most, if not all, sightseeing companies can run their operations just as safely under Part 91 as 135.