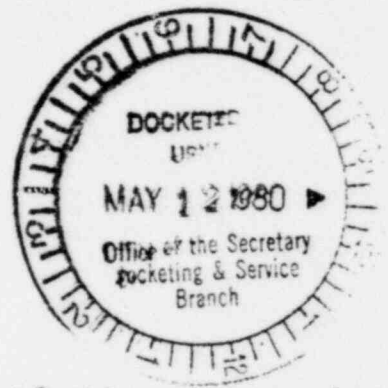


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President JIMMY CARTER
The White House
Washington, D.C.

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Dear President Carter,

I hope this letter finds you and your family well. I am enclosing a copy from the Federal Register for your perusal, that deals with a proposed change by the NRC that would involve them in national security and antitrust investigations in radiological workplaces. This is just incredible to me, a radiologist. The NRC admitted (on a recent segment of "20/20") that they haven't staff enough to investigate faults in the construction of nuclear power plants--which should be their prime responsibility--and now they want to "branch out" into the field of anti-trust.

The other enclosure, "A Flight of Fancy," will tell you how physicians view the morass of bureaucracies that hedge their every move. Would you want to fly a plane whose pilot was some committee? Just yesterday I had to deny a patient a procedure because the FDA had introduced a new regulation governing the isotope used (which isotope we are licensed for and have used before) since the last time we used it.

Yours truly,
Nicholas R. Rorick
NICHOLAS R. RORICK, M. D.

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A Flight of Fancy

Flying an aircraft is much too serious a business to be left to the pilot. For far too long, pilots have enjoyed a kind of mystique which has permitted them to dominate the flight-care system in an unconscionable fashion. It is high time that we flight-care consumers asserted our fundamental rights.

I am tired of having the pilot tell me when I can board an aircraft, when I must buckle my seatbelt, at what altitude we will fly, and other comparable aspects of my flight-care consumption. The pilot, after all, is only one member of a flight-care team that also includes ticket sellers, boarding area personnel, cabin attendants, navigators, and co-pilots. The views of all of these people, experts in their respective fields, should be taken into consideration when flight care is being planned and executed. Obviously, the interests of the consumers must also be respected.

I suggest that what we need in the United States is a massive restructuring of the flight-care system that will free us of this unhealthy dominance by pilots, all of whom make too much money anyway. I believe that as every flight is about to depart, an appropriate Flight-Care Council should be formed.

It would, of course, include the pilot, whose technical expertise is undeniably required. The council would also include among its members appropriate representatives of the ground crew and the flight crew. The majority of the members, however, should be flight-care consumers, chosen on the basis of a careful consideration of the sexual, ethnic, and religious makeup of the consumer group on the flight in question.

The Flight-Care Council would be responsible for making key policy decisions with respect to the flight, including the time of take-off, the altitude at which the aircraft would fly, where the flight would stop along the way, and the ultimate destination.

After the landing, an Airstrip Utilization Review Committee would make a determination of whether the landing was indeed necessary. In the event that it is deemed to have been unnecessary, the pilot would be forced to take off again.

I urge that our lawmakers speedily enact appropriate legislation that will bring about these long overdue changes in the flight-care system and bring an end to the pilot tyranny that has resulted in: maldistribution of flight-care service, unnecessary flights, and lack of attention to the real needs of consumers. (Continued on Page 4)

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