

chartering a plane would be, and they are not available. But as I recall, I don't know, three or four years ago when we were talking about this same subject matter we were informed that the ownership of the plane was cheaper than leasing or chartering a plane for flights, regardless of what they may be used for. But I think if we did have that information it might be, might be of value to us. Also I think Senator Warner did touch on a point that, and it is unfortunate, that it is usually referred to as a plane for the governor. Granted, the governor does use it fairly regular. They are needed trips, for the most part, I'm sure, or he would not be doing it. But it is also available when, if it's free, for those of us that have special missions that we need to travel for a long distance for a number of people. So it is a state plane, not necessarily a governor's plane. And I think that it has been mislabeled to some degree. But I'm in hopes that we may be able to get those figures. I think they would be valuable to us. Thank you, Mr. President.

SENATOR REMMERS: Senator Morehead.

SENATOR MOREHEAD: Mr. President, members of the body, I see Senator Warner leaving. Could I ask him just one quick question before you leave.

SENATOR REMMERS: Senator Warner, will you respond?

SENATOR MOREHEAD: Did I understand you to say in your testimony that this was book value calculated on replacement for a 1983 aircraft?

SENATOR WARNER: That was what was indicated at the hearing by the Director of Aeronautics. Obviously the price on a specific aircraft could be a little less or a little more, but that was what would have been the value that those kind of aircraft should cost.

SENATOR MOREHEAD: So they are not proposing to run down to Wichita and buy a brand new airplane.

SENATOR WARNER: It would be inadequate funds to buy a new airplane.

SENATOR MOREHEAD: All right, that is one point I want to make. The money is not to go out and buy a brand new Lear