

Mr. VAN DEERLIN. Interestingly enough, this works both ways, doesn't it? In Minneapolis a few years back, I recall that garage doors were flying up as planes were coming in to Wold-Chamberlain Field.

Mr. WINICK. Very often, as an aircraft does land, a lot of garage doors do open, unwantedly.

Mr. VAN DEERLIN. Has the FCC no regulation over this garage door opening device?

Mr. WINICK. I would leave it to them to answer that, sir. I am not an expert on the provisions of their current regulations under the 1934 act. I believe they do, under their part 15 as explained earlier. They have set a standard and have the right, but it is a question again, as we have heard over and over, of the ability to take an action which can only come after the user has the device on the air.

Now, just one point if I may, Mr. Chairman, on that. When I speak of the need for higher integrity of air navigation signals, we are talking about the fact that we don't like to feel that there could be even a transient occurrence of interference at any time because we do have lots of examples, recorded examples in an aircraft, of perturbations to the desired guidance signal on an instrument landing system which have essentially been unexplained.

Mr. VAN DEERLIN. Do you have any evidence of instances in which this interference, as you have described it, has actually contributed to a plane crash?

Mr. WINICK. No, sir; I don't believe that I can definitely say that we have proof of that. We have unexplained incidences that have caused missed approaches and we feel that some of them, without having the capability of pinning it down exactly, could have been caused by what are sometimes called "rogue" transmissions from unidentified sources. These can cause a deflection of an indicator, a flag to show in the aircraft, and the pilot may then execute a missed approach.

Mr. VAN DEERLIN. This would come under FAA's supervision, of course, but is it possible that similar devices used in war areas might put a pilot off course so that a bomb load that is to be dropped 10 miles miles short of the Chinese border might be dropped 10 miles on the other side of the border?

Mr. WINICK. Of course, those rules are much more stringent than anything the FCC has in mind.

Mr. MACDONALD. Thank you, any other questions?

Mr. BROWN. I have one question.

I seem to recall that at one time there was a problem of aircraft homing in on the tailpipes of some kind of an automobile or truck. Is there radiation interference from automobile or truck engines?

Mr. WINICK. There is ignition interference, sir. I haven't heard of anyone homing in on such signals. I know that infrared devices may home in on the exhaust of engines.

Mr. BROWN. Maybe that's what I was thinking of.

Mr. WINICK. These would be military infrared homing devices that work on the heat output of the engine exhaust.

Mr. BROWN. These are not aircraft; these are missiles so that you might have a missile home in on our automobile tailpipe?

Mr. WINICK. If it was up in the air, but, Mr. Brown—

Mr. BROWN. I'm glad that isn't an airplane.