

It would seem to me if this happened, and I don't say it will—I say it is a possibility—this might be one of the things that would put off the good work, let me say, that the President had in mind when he suggested this in the first place.

Mr. BYRNES. Thank you.

Mr. HERLONG. Mr. Talbert, when we were questioning the Treasury Department officials in connection with our desire to get them to encourage a fly American flagship program, they brought in a staff paper from the CAB in which they stated that one of the reasons why they did not want to encourage such a program was that they were afraid of retaliation and that they would lose the sale of American planes to other countries.

I think that is a mighty weak reed to lean on, any argument like that, because if that were the case certainly they would be carried by someone else and they would sell the planes to Americans instead of sending them overseas, and I don't think that any businessman or any company is going to buy an airplane from the United States today just because he likes it. They are going to buy it where they can buy the cheapest and most efficient and most effective airplane and they are not going to cut off their nose to spite their face even though we do put on some restrictions.

That is my feeling on it. I think Mr. Byrnes joins with me in that belief.

Thank you very much for your statement.

There are no further witnesses this afternoon. The committee will recess until 10 o'clock tomorrow morning.

(Whereupon, at 3:44 p.m., the committee adjourned to reconvene at 10 a.m., Wednesday, February 28, 1968.)