

General McKEE. We have encouraged, and, as a matter of fact, I think we ought to commend the business community, a great many of the leading firms in the country. I wrote to each one of them, wrote each one of them a letter, and a great many of them have moved their business flights to Dulles. A lot of them are using it. General Motors and—oh, there are any number of them that use Dulles, and prefer Dulles.

Mr. BROWN. Wasn't there an effort some months ago to require that only planes that would land within 500 miles use National, and that other longer haul planes use Dulles?

General McKEE. Sir, that was the hot summer of 1966.

Mr. BROWN. Yes, sir. But you did have that authority to make that regulation, if you had wished to, in view of the heat that you received, did you not?

General McKEE. In view of the great heat I received.

Mr. STUCKEY. Let me ask one other question concerning the Piedmont airplane, and the Cessna 310. Were both of them equipped with transponder equipment?

Mr. ALLEN. Mr. Stuckey, the 727 was transponder equipped. I do not have information concerning the 310 at this time as to whether it was transponder equipped or not.

Mr. STUCKEY. We have also spent a lot of time today talking about your radar, and the cost of it, and the safety factors with our airplanes. Don't you think that the transponder has gone a long way as far as making it a lot safer for flying if it was utilized more?

General McKEE. Yes, sir.

Mr. STUCKEY. I have no further questions, Mr. Chairman.

The CHAIRMAN. Mr. Friedel.

I might say this before you start: that any of these gentlemen that have a question or two to ask, I am going to ask them if they will give it. I hope they won't take their 5 minutes, any of them, because I think most of the questions have been asked, and I don't see any sense in repeating questions that have been asked, so with that understanding, I am going to go around again.

Mr. Friedel.

Mr. FRIEDEL. Thank you, Mr. Chairman. I assure you that the question I have has not been asked yet, and the first question is:

I have received some mail about aircraft accidents caused by the pilot drinking. For the record, will you tell us about any regulations prohibiting pilots from drinking before takeoff?

General McKEE. They are quite extensive, and spelled out. That has been a major subject of concern to us, and I will ask Mr. Moore or Mr. Thomas to spell out the regulation.

Mr. THOMAS. Mr. Friedel, most of the airlines have their own rules, and most of them prohibit drinking for 24 hours before a trip, and as far as I know, these rules are quite rigidly followed. In the case of general aviation, there is the normal legal regulation against operating under the influence of—that is alcohol or drugs, or any other adverse effect. There is no particular provision as to the number of hours before the flight. We tried number of hours, once, but enforcing it, actually finding out whether or not they did drink within a certain time period is almost impossible and also, the varying effect of the amount of the