

Mr. ALLEN. The only time that we conduct tests for alcohol is in the case of a deceased pilot, crew member, and we do not obtain blood samples from people who survived an accident.

Mr. BROWN. Is there any way that in the policing of FAA regulations, that such factors are checked on a regular or intermittent or spot-check basis?

Mr. ALLEN. I am not sure I understand your question.

Mr. BROWN. Such factors as the health factor, possibility of flying while under the influence, and so forth? Are there regulations which prohibit this?

Mr. ALLEN. Well, the regulation, I think, as Mr. Thomas pointed out earlier, is prohibition against flying under the influence.

Mr. BROWN. That is right. Now, how does anyone know whether there are any pilots in the air at the moment flying under the influence, unless they have a crash?

Mr. ALLEN. I don't think that you would know, sir.

Mr. BROWN. There is no way of policing this problem?

Mr. ALLEN. Policing of that particular type of regulation would be a tremendous task.

Mr. BROWN. The health factor?

Mr. ALLEN. Their health factor, too; yes, sir.

Mr. BROWN. That is a precheck or a postcheck. In other words, that is the pilot's certification program in commercial airlines, but not in the noncommercial, or the general aviation.

Mr. ALLEN. Well, if I understand your question correctly, sir, we have had accidents in the past where pilots have successfully concealed medical deficiencies during the course of their periodic medical examination, and as I understand it, they are as such, that these deficiencies can't be detected, and unless the pilot reveals it, you would have no way of knowing, and the pilot will continue to fly with that deficiency, until something happens to him.

Mr. BROWN. Well, I would like to return to General McKee with that same question, but before I leave Mr. Allen, I would like to ask structural factors. Is there a way we can build airplanes safer?

For instance, when a small plane hits one of these jets that is carrying, however many people we are going to have in the maximum size jet, is there any way we can build that big plane so that it will not explode in the air, or will not completely consume itself in flames, when it crashes?

Mr. ALLEN. Mr. Brown, you have posed a very difficult question. I suppose you could say that you could build an airplane like an anvil and it wouldn't disintegrate, but then I doubt very seriously that it would get off the ground.

Mr. BROWN. Well, I don't want to build one like an anvil, but I would like one that isn't going to be an incinerator when it lands.

Mr. ALLEN. I misunderstood your question. I thought that you had reference to midair collisions rather than emergency evacuations.

Mr. BROWN. I do have reference to midair collisions, to this extent: If a small plane brushes a big plane, I would hope that perhaps the skin of that plane might be such that the small plane might not make it, but that the big one would, but I am talking about such accidents as we have had in the aircraft, or the airlines in recent years, where