

perhaps the plane burns faster, or to a greater extent than it might, if we made some structural changes in it.

Mr. ALLEN. Sir, I don't know how you could increase the structural integrity of the present-day aircraft that would withstand the mass of a Cessna 310, for example. I just don't believe that it is within the state of the art, when you consider that if the small aircraft brushed the control surfaces of the large aircraft, chances are that the large aircraft would then lose its control ability, and then it is rather academic whether it crashes as a result of fuselage bursting or because it is out of control and crashes into the ground.

I just don't believe it is within the state of the art to do that.

Mr. BROWN. Now we have had some accidents where planes lost an engine, and so forth, and a rather phenomenal job done by the pilot, bringing the plane into a safe landing.

My question is, is there any way, any case like that where the likelihood of the plane bursting into flames and consuming all the passengers can be reduced by any structural changes?

I only mentioned this because you mentioned structures in the investigation.

Mr. ALLEN. Yes, sir. Well, I think that the primary task of the structures group in this particular accident is to determine whether or not there was a malfunction within the control system, or systems that would have prevented the aircraft from taking evasive maneuvers.

Mr. BROWN. Well, I am not sure you have answered my question on that, as to whether they can build planes safer, just as we are trying to build automobiles safer.

General McKee, I would like to get a comment from you on this question of policing airplane crews, both commercial and general aviation crews.

General McKee. Well, first I would like to address the one, the importance of the aircraft controller and the very important role that he plays in the whole scheme of safety, and they have, all our aircraft controllers, have a yearly physical.

We have also given them, as you have read, psychological tests, for which we, I might add, have been very severely criticized, on the grounds of invasion of privacy.

I don't see any invasion of privacy in the examination, but nevertheless, we have been subjected to very severe criticism in this area, but we are very concerned about the health and the mental attitude and the mental well-being of our controllers, because of the great importance they have in the whole aircraft system. And unless directed otherwise by higher authority, I don't propose to change the present health program for the aircraft controllers.

With respect to the airline pilot, as you know, they have to have rigid physical examinations, and have to meet very high standards. We also have a very extensive program of certificating general aviation pilots, and they have to pass a medical examination.

Now, when you get into the subject of alcohol, which is a problem, I just don't know how to police it. We do have occasional reports from people that this rule has been violated, and upon getting reports, we immediately make an investigation, but it is a very hard thing to control.