

Would you consider those two facilities more "hairy" from a pilot standpoint than coming into DCA?

Mr. JONES. Did you say more hairy?

Mr. DEVINE. Yes. Use your own term.

Mr. JONES. Air traffic controlwise and approach controlwise, the high-density problems are very similar in all these operations. You have an extremely rapid movement of events in the coordination between the air traffic control and operating your own flight, so I think they are very similar in that respect.

Mr. DEVINE. I wanted to touch on one other aspect very briefly.

Mr. Ruby, under your three-man crew concept of course I understand the position of your organization. I also understand this is the subject of rather intense labor relations negotiations. I don't think this subcommittee should be used as a forum to settle labor-management matters. So, I am not going into that problem.

Mr. RUBY. I can state without equivocation that this is not the intent, because normally the crew requirement is established by the FAA. The mere fact that this particular airplane is coming up for certification now, and we are not limiting it to any one airplane, we are simply stating, and I stated this to the FAA, first we have absolutely no desire or intention to, what some people refer to as, featherbed the cockpit. The professional pride of the pilot is that he does not want somebody in his way that he does not have to have.

We are stating flatly that a three-man crew is not going to eliminate all midair collisions. We are convinced that it will help eliminate some, not all.

Mr. DEVINE. You made that in your formal statement. Of course, I don't think we should get into that too deeply. I know the 727 at Hendersonville did have the third pilot in it. The BAC-111 and DC-9's, two engine jets similar to the 737 coming up, are not equipped to handle other than two-pilot operations.

Again, this is something that is subject to your negotiation on one particular type of aircraft.

Thank you.

Mr. FRIEDEL. Mr. Kuykendall?

Mr. KUYKENDALL. For the sake of the record, the answer to a question that relates to the New Orleans accident and as relates to the simulator in the high hazard area of training, how long have we had four-engine jet aircraft on the airlines now?

Mr. RUBY. They started in 1958 or 1959.

Mr. KUYKENDALL. Eight to nine years?

Mr. RUBY. Yes.

Mr. KUYKENDALL. As to your knowledge, and I might ask every pilot to join in on the answer if he likes, to your knowledge has there ever been a landing of an actual four-engine jet aircraft with two engines out, both of them on the same side; actual airline landing?

Mr. RUBY. Yes. In fact, I can think of one right off the top of my head that occurred less than 2 years ago in which one engine started disintegrating and it threw bits and pieces into the other engine and of course knocked it out, with the end result that the pilot or in fact the crew got the airplane around the field and landed. And, at least so I am told, the manufacturer could not understand how this was done, because the speeds involved at the time the engines began to disintegrate were below what they considered capable of accomplishment.