

and still fly this monster with all this load. You simply cannot defy the laws of gravitation to that extent and expect to survive.

Mr. FRIEDEL. Those restrictions evidently are for noise abatement, not for safety.

Mr. RUBY. That is exactly it; they are anything but safe. All I am saying is that we simply are not going to buy this; we are not going to be out here in the business of killing ourselves and people who ride with us, plus those on the ground.

Mr. FRIEDEL. Do you have any restrictions over Friendship that you know of?

Mr. RUBY. No.

Mr. FRIEDEL. Do you have any restrictions over Dulles?

Mr. RUBY. No; not to my knowledge. These gentlemen who are flying out of there can verify this.

Mr. JONES. No restrictions at Dulles or Friendship.

Mr. FRIEDEL. Mr. Pickle?

Mr. PICKLE. Thank you, Mr. Chairman. I would like to ask the pilot in the audience, Mr. Jones, this question.

I have had different pilots on occasion make the statement to me that we ought to have a national campaign that says "Don't fly to New York." I know my friends from New York would not like this advertisement, because New York is one of our great cities and it is the heart of a great amount of our business and our recreational visitation. The point was that most of our airport congestion, a lot of it, is caused by the fact that congestion is created at either Kennedy or La Guardia, that once it bogs up there, there is a natural flow all over the United States and you never catch up.

In my judgment, most of the congestion is caused by the fact it is so intense in New York that this affects Washington, this affects Atlanta, this affects Dallas, Chicago, and so forth. Is there substance to this? I am not being critical in asking the question, but is this not a fundamental problem?

Mr. JONES. I think it is definitely a problem. I think it relates to a comment made earlier by Mr. Ruby on the proximity of airports and getting the over-all plan, the system plan. Of course, the three-airport operation at New York City is a part of this, and it undoubtedly is a large contributing factor. As to how it affects the air traffic out of Washington or Cleveland or any other traffic going toward New York, your observation is correct in that. An overflight from Washington to Boston would be affected by it. I believe it relates to the over-all system problem as Mr. Ruby pointed out.

Mr. PICKLE. Thank you. I would like to ask one more question to anyone. I believe under present regulations a pilot coming into a regular airport can land under VFR conditions. This rule was established, as I understand it, in earlier days primarily for pilots who could not land on instruments and it was an accommodation to them as much as anything else.

Now we have reached a rather sophisticated stage in our flying. Should we abolish VFR and require that a pilot must come in on IFR?

Mr. RUBY. You can't do it for one reason at least. The air traffic control system cannot accommodate the demand. If you had every airplane that was available to fly today that wanted to fly, the air traffic control system simply could not accommodate them.