

How many more needless "tragedies in the trees" are we going to countenance before we get down to business?

When are we going to decide to use the common-sense system the airlines adopted years ago?

How soon are we going to insist that "I think I can make it" isn't good enough?

Mr. FRIEDEL. Thank you, Mr. Brotzman, for your interesting and informative remarks.

Our next witness this morning will be Mr. Lloyd H. Weatherly, Jr., manager, Catapult and Arresting Gear Division, All-American Engineering Co., Wilmington, Del.

STATEMENT OF LLOYD H. WEATHERLY, JR., MANAGER, CATAPULT AND ARRESTING GEAR, ALL-AMERICAN ENGINEERING CO., WILMINGTON, DEL.; ACCOMPANIED BY MR. MacBRIDE AND MR. BENSON

Mr. WEATHERLY. Mr. Chairman and members of the subcommittee, I am pleased to have the opportunity to testify today and I have brought with me Mr. MacBride on my left and Mr. Benson on my right to assist me.

My testimony is intended to establish the state of the art in the field of emergency arresting gear for use on civil airports, and point out current plans and programs for the installation of this equipment.

First, I wish to establish the need for arresting gear on civil airfields, and in support of this contention let me cite the following incidents:

(a) On November 1, 1967, a Pan American 707 skidded off the end of a runway at Logan International—one hurt.

(b) On November 2, 1967, a Seaboard World DC-8 rolled off the end of the runway 22L at Kennedy International—none hurt.

(c) On November 5, 1967, a Cathay Pacific DC-8 crashed into the harbor on takeoff from Hong Kong and broke in half—one killed.

(d) On November 6, 1967, a TWA 707 aborted a takeoff at Cincinnati and rolled off the end of the runway and burned—11 injured; one subsequently died.

(e) On December 3, 1967, a Pan Am 707 ran off the runway at London Airport and got stuck in the mud—none hurt.

These overrun accidents occurred during a 6-week period. They are nothing new. On April 15, 1964, the Nation's press reported three overruns in New York in a 12-hour period; two at Kennedy and one at LaGuardia.

It can happen anywhere, anytime; a Vanguard at London in 1965—36 killed; a Convair 240 at Tokyo in 1964—20 killed; a 707 at Orly in Paris in 1962—131 killed.

The cause of these overruns varied: brake failure, asymmetric thrust reversal, water, slush, or ice on the runway, power failure on takeoff and other factors affecting aircraft operations.

Arresting gears are not a panacea to airport safety. Actually, all they do is stop an aircraft when it is unable to do so by itself. They do not eliminate the emergencies but they are able to substantially reduce the effects resulting from these incidents.

The history of arresting gear goes back a good many years with the U.S. Navy being one of the first to use land based arresting gear.