

systems, some have nets erected at the upwind end. When the wind changes, you lower one end and raise the other.

Mr. FRIEDEL. Do you know at what airports the Air Force is using the net?

Mr. WEATHERLY. Our Air Force is not. They are in use by air forces in other than this country. The U.S. Air Force does not use them. The French and German Air Forces are using the net system. The English Royal Air Force and Danish and Norwegian Air Forces, the Swedish and the Swiss Air Forces, the Israeli Air Force, the Australian Air Force, all have some net systems and there are a few others.

Mr. FRIEDEL. At various fields of these different governments?

Mr. WEATHERLY. Yes, sir.

Mr. FRIEDEL. You may proceed with the testimony.

Mr. WEATHERLY. The movie clips are taken from military and civil test films. The film starts with shots of a hook equipment.

(At this time the film referred to was shown.)

Mr. WEATHERLY. Here the F-4 is being arrested in the United States and then the German system.

This is taken in El Centro, Calif. This is the erecting gear at the side of the runway. This particular arresting gear is used by the U.S. Marine Corps.

We are now taking a picture of an F-104. He has just engaged it.

This is a German 104. This film was taken in Germany during the past year.

We will move down on the ground and see a similar arrest on the ground.

Mr. DEVINE. Is that arresting gear causing it to veer from the centerline?

Mr. WEATHERLY. The tail hook is slightly off center so he drifts off center.

This runway arresting gear meets NATO criteria. The runout is about 270 meters. He does get a little drift to the side here.

This is the first Mirage test into a net. This is a dead load simulating the aircraft going into a net at our test plant in Delaware. This was evaluated prior to use by the Swiss Air Force after these tests were successful.

You now see a Mirage aircraft going into the net.

Here is a French Mistier going into the net. This particular operation took place at Istres test base in the southern part of France.

This is FAA's C-131 first evaluation of equipping a commercial transport with a tail hook.

This once and for all established that a civil air transport can withstand the loads imposed by an arresting gear.

The FAA's own Boeing 720 going into a model 3500 arresting gear is shown here.

You see the tail hook picking up the pendant. The runout is 1,650 feet whereas one of these model 3500's is installed now at the naval test facility, FAA test facility at Atlantic City, N.J.

This is a dead load built full scale to simulate the mode and wings of a Boeing 707 going into the net this past November at our test base in Delaware.

The runout on this particular equipment was 1,000 feet after engagement of the net.

Mr. FRIEDEL. How fast was it going?