

Mr. WEATHERLY. The maximum speed run in this test was 130 knots.

Mr. DEVINE. Is there any other braking device?

Mr. WEATHERLY. There is a braking device on either side of the runway. There are no brakes on the dead load so we had pretty positive proof of no pilot slipups.

During the testing of the 720 tail hook in the model 3500 arresting gear there was no braking used by the pilot in the tests you say.

Mr. DEVINE. What material was used in the net itself?

Mr. WEATHERLY. The net is a nylon webbing. It is nylon webbing of individual bands of 7,000-pound force.

We have a number of vertical elements so you distribute the load completely over the leading edge of the wing surface.

Mr. DEVINE. Wouldn't the jet engines ingest a portion of the net?

Mr. WEATHERLY. No, sir. We have run these tests on military aircraft and the civil transport dead load and we completely duplicated the engine cells and we have never even had one. The construction is such it pulls off the cell. We put initial tension on the cell.

You can see that the state of the art is such that all of the military services have gone to an arresting system to prevent these overruns.

The U.S. Air Force has estimated now that there are some 250 "saves" a year accredited to the arresting gears now used by the U.S. Air Force. With the U.S. Navy the number of "saves" are appreciably higher.

Mr. WATSON. Mr. Weatherly, I have been impressed with your testimony and I am quite surprised that nothing has been done subsequent to 1962 in the implementation of this arresting equipment for civilian use.

You mentioned earlier that a number of foreign air forces have it. Most of our military bases have some type of arresting equipment—primarily the cable arresting equipment. They do not have the net equipment but they have arresting equipment.

I personally have been on an aircraft when we had to abort a takeoff and we ran off the end of the runway.

You have given us some impressive figures here as to the number of lives that have been lost on these aborted takeoffs. On page 1 under example c, you say, "On November 5, 1967, Cathay Pacific DC-8 crashed into the harbor on takeoff from Hong Kong and broke in half—one killed."

Had it left the runway to such a degree that your arresting equipment would not have had any effect anyway?

Mr. MACBRIDE. Mr. Watson, we got photographs from UPI that showed the skid marks, going right off the end of the runway.

Mr. WEATHERLY. The runway goes right to the edge of the water so the aircraft was braking about maximum braking when it went into the water and broke in half.

Mr. WATSON. Thus far, do you mean to tell me that FAA has demonstrated no particular interest in proceeding with this arresting equipment but rather that they are still looking for improvements in reverse thrust and other factors?

Mr. WEATHERLY. A New York Times article of November 13, 1967, states:

Transportation Secretary Alan S. Boyd persuaded the agency to take another look at the value of arresting gear to prevent aircraft from rolling off the ends of runways.