

He also convinced the agency to soften its plan to oppose the use of runway barriers at international airports—a proposal expected to be supported by the British and French at a meeting of the world's major airlines in Montreal next week.

The arresting gear devices come in two basic concepts. One is a nylon net erected at the end of a runway to trap a plane. The other is a hook-and-cable device long in use by the military, particularly on aircraft carriers.

Mr. WATSON. You are in the business of catapulting and arresting equipment. What is the approximate cost of the equipment that you are speaking of here today?

It does impress me from these examples, and from what we see at Air Force bases, that we are not dealing in astronomical cost at all.

Mr. WEATHERLY. No, sir; not at all.

A system which would protect the full range of aircraft you could expect would be in the range of \$250,000 for complete installation.

Mr. WATSON. We are not dealing with very much money. I am disturbed that the FAA has apparently not proceeded to look into this further since 1962 when apparently it was proven that the arresting equipment on a Boeing 707—I assume that is a tailhook—cable equipment was effective in arresting that.

Mr. WEATHERLY. They did proceed in one step. They put out a specification, which I have with me now, they put out a draft copy of the specification, invited industry to come in and comment on the specification, went further with a finalized spec and solicited proposals against this specification.

After receiving these, I quote from another New York Times article on Saturday, April 10, 1965, which was roughly 1 year after the solicitation which is headlined "Safety Decision Put Off by FAA."

It starts out:

A year has passed since three airliners skidded off slippery runways at New York airports in one 12-hour period, endangering the lives of 223 passengers and crew.

It also goes on to quote further:

Senator A. S. (Mike) Monroney, Democrat of Oklahoma, who is chairman of the Senate's Aviation Subcommittee, thinks the delay has been long enough.

"The time has come," the Senator says, "to cut the red tape and put this onto the runways that are most frequently used by high-performance aircraft (jets). I think it would be a very practical thing to do and it should have been speeded up."

Mr. WATSON. You are on the House side, in all deference to the other side, and we have a very determined chairman of this subcommittee.

I have only one thing and then I shall yield to the expert. We have a pilot on my left here.

On page 2, in paragraph 4, you state the figures of 131 killed. All of these were in reference to the aborted takeoffs?

Mr. WEATHERLY. Yes, sir.

Mr. WATSON. After studying these particular accidents, do you believe that the arresting equipment would have substantially reduced or eliminated the loss of lives in these accidents?

Mr. WEATHERLY. There is not a single one of those in the presentation this morning which would not have been prevented in my opinion.

The particular one you refer to of the 131 dead, this is the accident which had the people from Atlanta that were in that Boeing 707 that