

The breath is then exhaled out of the occupants and they must use other available oxygen. There was one decompression that was kind of interesting on human reactions that one of the major carriers had where they had a decompression of 103 passengers aboard.

When the oxygen masks came down that they always demonstrated when you get aboard the flight, out of the 103 passengers there were only three who understood the instructions or were aware of what to do.

The others were not injured because they made a rapid descent to where other oxygen was available.

Mr. PICKLE. You say then a bullet fired in the air which punctured the skin of the frame would cause no more damage than the normal loss of air pressure?

Mr. JENNINGS. From what I understand, and this question was asked by the Air Line Pilots Association about 1963 of Lockheed and Douglas, and perhaps Boeing as well, and their engineers felt it would not cause——

Mr. PICKLE. What would you expect to happen if a bullet hit a fuel line or a fuel tank or any part of the electrical circuit?

Mr. JENNINGS. We know what happens when a red-hot turbine blade hit a kerosene fuel tank in San Francisco. Captain Hines was the captain who brought the airplane in with about half of one wing gone. They said it couldn't fly but he flew it anyway and he landed it at Travis.

It caused an explosion which blew a portion of the wing off, so perhaps a bullet would do the same thing.

Mr. PICKLE. Do you say if a bullet hit the fuel line it might not blow up the plane?

Mr. JENNINGS. I really couldn't answer your question, Mr. Pickle.

Mr. PICKLE. With respect to skyjacking, I like your idea of putting transponders in the plane.

Mr. JENNINGS. They are in there already.

Mr. PICKLE. This is action that would report what was taking place. How can we prevent the skyjacking?

Do you have a specific recommendation in your testimony as to how that can be done?

Mr. JENNINGS. I don't see where there is any means at all to prevent a berserk passenger from getting on the aircraft.

The only thing is remedial steps you can take once he is on the plane.

Mr. PICKLE. We are reaching the point where this is more than an emergency matter. We have to find some kind of answer to protect both the pilot and the passengers.

If this means penal action, if we could ever get our hands on them, I think that is required. Perhaps we ought to cancel their citizenship, seek out extradition papers if we have relations with a country and if we don't serve notice that if that man ever comes back he will be prosecuted to the fullest extent of the law.

Mr. JENNINGS. I think the pattern has pretty much developed, those people involved in skyjacking are very desperate. They sometimes appear to be under drugs. As Mr. Friedel said, they are under potential death penalty under the present law and I don't think you could draw