

and quarter them and cut them into little pieces—you are not going to discourage their getting on an aircraft.

Mr. PICKLE. Thank you, Mr. Chairman.

Mr. FRIEDEL. Mr. Devine?

Mr. DEVINE. Thank you, Mr. Chairman. Mr. Jennings, I might point out to you the members of this subcommittee made a trip last fall to Oklahoma City and witnessed tests on toxic materials from cabins of particular aircraft.

I think literally millions of dollars are being spent in research in this area, not only by the FAA but also by United Airlines and other certificated carriers who are vitally concerned with safety and survivability of passengers.

Getting to your skyjacking recommendations, I think that there might be some resistance relative to suggestion No. 2 and suggestion No. 6 because I doubt very much whether even the Air Line Pilots Association will want a bunch of two-gun jockies up front carrying guns.

They are not charged with the responsibility of guarding the aircraft against pirates and invaders, and we may create more problems than we would solve if we indeed trained pilots who have the primary responsibility for the safety of the aircraft. Particularly the debilitating type of weapons that have been used, of course, by police in some types of riot situations. However, they have run into situations where the user has also been the victim and if he would use some type of debilitating gas that blows back on the pilot and copilot, someone still has to fly the plane.

I think we will have to weigh thoroughly the possibility of arming the crew of aircraft to prevent skyjacking.

Mr. JENNINGS. I might mention within the state of the art as far as bullet proofing material is concerned, there are presently available and have been for a number of years lightweight armor that could be used for bulkhead or cockpit doors that would prevent any shots being fired from a person on the outside who couldn't perhaps get in but wanted to shoot it out.

That is available now but it is not being used and there is no established requirement for it.

Mr. FRIEDEL. Thank you.

The hearing is now adjourned and we will meet tomorrow morning at 10 a.m.

(Whereupon, at 11:45 a.m., the hearing was adjourned, to reconvene at 10 a.m. Wednesday, March 27, 1968.)