

enough to cause it then it will go clear to the ground level, it will be less, but the difference in intensity is not enough to make it a worthwhile thing to say, "Well, you can fly high enough and therefore it won't have any effect on the ground."

Mr. KUYKENDALL. Captain, do you have any comment to make on it?

Mr. BRUNELLE. No. I think that is a very good description.

Mr. KUYKENDALL. The reason I asked this is that Saturday I was watching a very, very high contrail. You could hardly see it, and the boom came back more or less as a distant thunder instead of knocking me almost out of the tree.

Mr. BRUNELLE. The atmospheric conditions will play a part.

Mr. KUYKENDALL. I was wondering. The SST will have an altitude capability, won't it?

Mr. BRUNELLE. I think 70,000 feet.

Mr. KUYKENDALL. I was just wondering what possibility there was in being able to alleviate the intensity of the boom by altitude, but you say you have already discussed it.

Mr. ADAMS. That is one of the problems. Until the flyaway airplane is actually operating, we are pretty much speculating.

Mr. KUYKENDALL. Of course we do have the military airplanes that are capable of testing this, haven't we?

Mr. BRUNELLE. Tests are being conducted and have been for some time, but the aircraft are different, the size.

Mr. KUYKENDALL. Is there a relationship to size?

Mr. ADAMS. It's like pushing a boat through the water. The bigger the boat, the bigger the wave.

Mr. BRUNELLE. We are in the experimental stage, but we feel that size will have a bearing.

Mr. KUYKENDALL. The difference in size of airplanes is not like the difference in size of boats. Boats vary more than airplanes.

Mr. BRUNELLE. We say size; some people say the geometry of the surfaces, but I think there will be a relationship between the size, and, generally speaking, the larger the mass, the greater the whip.

Mr. KUYKENDALL. Every time we have discussed sonic boom in the committee, gentlemen, we have found we don't know anything.

Mr. BRUNELLE. I don't think anybody knows anything very much about it.

Mr. KUYKENDALL. Thank you, Mr. Chairman.

Mr. ADAMS. Thank you, Captain. You have given us an excellent statement. We appreciate having the position of the Air Line Pilots Association on noise.

Mr. BRUNELLE. Thank you.

Mr. ADAMS. There being no further witnesses this morning, the subcommittee is adjourned subject to call.

(Whereupon, at 10:50 a.m., the subcommittee adjourned, subject to call.)