

With regard to the fact that age bears no relationship to disease, this flies in the face of every medical subject study or report that has ever been issued. The most potent factor with relation to developing degenerative disease is age. The next would be ones hereditary complement. Age is always the most important.

Mr. PEPPER. Can I ask you one question? Captain Devine told us and we had all seen this in the paper, about a Braniff airline pilot who collapsed and died at the controls of a plane a few days ago. That man was under 60 years of age. That man had been taking the periodic tests, I suppose, that all commercial airline pilots have to take. Is it any more impossible to detect a physical incapacity or inability in older people than in younger people?

Dr. REIGHARD. No, the precision in medicine is the same regardless of age.

Mr. PEPPER. You all seem to be saying that it is impossible if you are dealing with older people, by any kind of physical or mental test, to determine whether they are qualified to perform a function or not.

Dr. REIGHARD. We are not discriminating for older people. You have heard abundant testimony that we concern ourselves with the whole gamut of medicine, and where individual cases are concerned the best medical judgment is applied and they are returned to flying. That we are discriminating is not true.

You mentioned the case of the Braniff captain. His last medical examination was last November 1978. There are at least 15 electrocardiograms on file taken once a year after he was age 40. The first was at the first examination after the rule became effective in 1959. They are all normal. The newspapers reported that his wife stated he routinely played tennis, and I believe that that was singles tennis; and I have reason to believe that it continued up until the time of his death. He simply lived long enough to die, sir.

With regard to there being no air carrier accidents, as I say I am not going into detail in a rebuttal at this point no air carrier accidents due to heart attacks. He failed to say that he was talking about the U.S. experience, and not the international experience.

As regards the use of nonpilot or general population statistics, this could be put in proper perspective in a proper forum. The tremendous predictability that he attributes to exercise stress testing is not shared by any knowledgeable cardiologist, including our cardiologist who is here and prepared to testify if the committee so wishes.

He told you that the test procedures that he outlined were adopted by the courts in connection with the McDonnell Douglas and Houghton trial of which he was a part. That may be true with regard to Houghton, who was a 52-year-old pilot. I can assure you that the court cases that have been held since on the matter of age 60 rule and the exemptions to the age 60 rule found that that did not constitute a standard in the context of the age 60 rule.

I think that I should be allowed to be slightly subjective. He indicates that the agency reneged on its commitment in 1959 to do age studies to try to individualize with respect to individual pilots. My subjectivity results from the fact that we in good faith established a project which eventually cost \$2.5 million at the Georgetown Clinical Research Institute located at the Georgetown Medical Center in this

The Age-Related Commitment