

confined to parties having a sufficient interest in the specific accident to participate in the hearing or, in any event, to follow it closely.

Having that in mind, and realizing that for good and sufficient reasons there is usually a substantial interval of time between the public hearing and the final Board formal determination of the probable cause of the accident, we have decided that the issuance of a summary statement of the facts developed at such a hearing would be of benefit to the public and to the situation generally and, therefore, we propose to do that from here on.

As to the status of the National Transportation Safety Board's current investigations of major air accidents, I would at this point like to give you a report as to each of such investigations:

1. Air collision at Urbana, Ohio, involving TWA DC-9 and a Beechcraft Baron B-55, privately owned, March 9, 1967. The detailed field investigation has been completed; an extensive public hearing was held in Dayton, Ohio, on June 6-8, 1967; and we are now receiving comments and suggestions from interested parties.

Our staff will then analyze all of the data which have been accumulated and, under the supervision of Board member McAdams, who presided over the hearing, will begin to prepare a draft of a report on the probable cause of the accident.

2. Delta Airlines training flight crash at New Orleans, La., March 30, 1967. The field investigation has been completed and a public hearing was held in New Orleans on July 19 and 20, 1967. The hearing was presided over by member Laurel of this Board, and all of the known or ascertainable facts were made part of the public record at that time. Within 10 days we will issue a summary of the facts as developed in the hearing and will then proceed to the preparation of a formal report of the Board determining probable cause.

3. Lake Central Airlines accident near Marseilles, Ohio, March 5, 1967. The field investigation in this case has been completed and a public hearing is scheduled to be held in Indianapolis, Ind., commencing on August 2, 1967, at which hearing Admiral Thayer of this Board will preside.

4. Mohawk Airlines, BAC-111, near Blossburg, Pa., June 23, 1967. The field investigation in this case is still underway and as soon as it has been completed we will schedule a public hearing. The process from here on in this case will be the same as in others which I have already described.

5. Air collision near Asheville, N.C., involving a Piedmont Airlines Boeing 727 and a privately owned Cessna 310, July 19, 1967. The field investigation in this case is actively underway and no additional comment is necessary from me in connection with it since, as was earlier stated, Mr. Allen will address himself to the investigative process and to the facts as we now understand them in this case.

With your permission, Mr. Chairman, I would now turn our presentation over to Mr. Allen.