

When our team arrived in Hendersonville they found that the local and State authorities had done an excellent job of establishing security over the wreckage considering the difficulties which confronted them. They had procedures in hand for the identification and removal of the victims. The Federal Bureau of Investigation had responded promptly as usual in the dispatching of an identification team to assist in the investigation.

I would add at this time that in the Hendersonville, N.C., accident 81 positive identifications have been made. The 82d and final identification, of necessity at this time, was accomplished through the process of elimination.

The organizational meeting, which I referred to a moment ago, is the first order of business upon arrival at the accident site. The investigator in charge at this time explains the Board's functions under the law and defines the rules of the road insofar as the conduct of the investigation is concerned.

Once these indoctrination steps were completed, Mr. Saunders proceeded with the formation and assignment of personnel to the various working groups essential to the conduct of the Hendersonville investigation. The groups assigned at the Hendersonville investigation were as follows: structures, system, powerplants, flight recorder, maintenance records, operations, air traffic control, weather, witnesses, human factors.

It should be emphasized that the field investigation phase of an accident investigation is for the purpose of documenting observed facts. It is not the task of these specialized groups to analyze the facts and arrive at a determination of probable cause. I shall endeavor at this time to summarize briefly the functions assigned to the various groups and describe how these activities are progressing in the Hendersonville collision case.

At the outset, I should like to state that both the flight data recorder and the cockpit voice recorder carried on Piedmont flight 22 were removed in good condition and these instruments were flown back to our Washington headquarters for a readout by our specialists early on the morning following the accident.

A brief résumé of the findings are as follows: The flight recorder showed that all parameters, altitude, air speed, heading, vertical acceleration, were functioning in a normal manner. The readout showed that the collision occurred at approximately 2 minutes 37 seconds after liftoff of the Boeing 727 at a mean-sea-level altitude of approximately 6,132 feet, at an indicated air speed of 228 knots, and indicated magnetic heading of 100°.

The flight recorder further revealed that the aircraft had been in a stabilized—

Mr. FRIEDEL. Mr. Allen, I have your prepared statement but I can't follow it. Are you jumping from one page to another or is your testimony different than the prepared statement?

Mr. ALLEN. Mr. Friedel, I apologize. The information I have here was not available at the time I prepared my written statement.

Mr. FRIEDEL. Would you notify us when you depart from your prepared statement?

Mr. ALLEN. Yes, sir; I certainly will.