

the more complicated reassembly of all available pieces in position on a framework.

This procedure is most often used in collision, structural failure, in-flight fire or explosion-type accidents. Its purpose is to identify the point of original failure and to establish progression of the breakup pattern. A three-dimensional mockup is being carried out in the Hendersonville case to assist in determining the respective positions of the two aircraft at impact.

The powerplants group is responsible for investigation of the engines, including fuel and oil systems, propellers, engine, and powerplant controls. The initial work of this group is carried out in conjunction with that of the structures group in the locating and plotting of wreckage.

This group is responsible for determining the existence of any pre-accident malfunction or distress of the powerplants or their component systems. These functions must be coordinated with the structures group.

There is no evidence to date in this investigation that powerplant problems were being encountered. It is anticipated that the work of this group will proceed quite rapidly.

The systems group is responsible for detailed examination of all systems and components such as hydraulics, electrical and electronics, radio communication and navigation equipment, fire extinguishing units, oxygen, and so forth.

The examination includes determination of the condition and or operational capabilities of the components. The examination includes determination of the positions of associated controls and switches. The latter examination will be coordinated with the operations group.

Special attention is being devoted in the instant case to the determination of the position of controls and switches which would have an effect upon the maneuvering of the aircraft.

I would add at this time that the findings of the systems group in the Hendersonville case confirms and verifies the aircraft heading that we find on the flight recorder readout. I have already briefly explained and given a résumé of a flight recorder readout so I will not give you the prepared text for that particular group.

The maintenance records group is responsible for reviewing all maintenance records to ascertain the maintenance history of the aircraft in respect to adequacy of inspection, malfunctions that might be related to the occurrence, time on the aircraft engines and components, and time since overhaul. There is nothing to suggest at the present time that a maintenance problem was involved in the accident.

On July 20 it was decided to conduct a special cockpit visibilities study. This study will evaluate the cockpit configurations of the type aircraft involved in this midair collision and determine what obstructions to vision exist with respect to aircraft structure. Of necessity this study cannot be completed until the flight path reconstruction has been completed.

It is anticipated that the activity of certain of the groups at the site of the accident will not be concluded for another week to 10 days.

Following the field phase of the investigation, the group chairmen will return to the Washington office (or to the field office) and each will prepare a factual report of the findings of his group. The group