

chairman's report is submitted to their respective group members for coordination and comment.

The factual reports, together with photographs, charts, drawings, witness statements, laboratory reports and other documentary products of the investigation are introduced into the public docket and are universally available upon request.

Mr. Chairman, I have some additional information that was not available at the time of my prepared statement being prepared. At this time I would give you some information concerning the flight involved in the accident, the two aircraft involved in the accident.

The accident involved applied air collision between a Boeing 727, N68650, Piedmont flight 22, and a Cessna 310, N1213 Sierra, owned and operated by Lanseair, Inc., Springfield, Mo.

The accident occurred near Hendersonville, N.C., at approximately 12:01, eastern daylight time, on July 19, 1967. There were a total of 79 passengers aboard the Boeing; 74 passengers, three flight deck crew members and two stewardesses aboard the 727. The Cessna 310 had two pilots aboard and a passenger. Total fatalities in the accident were 82.

The crew history of the Boeing 727 crew: Captain, Raymond Frank Schulte, age 49. He held an ATR rating with a type rating in Boeing 727. The date of his last physical examination was July 1967. His total flight time was 17,116 hours. Total flight time in Boeing 727 equipment was 151 hours.

The first officer was Thomas Calvin Conrad, age 30. He held a commercial pilot certificate. His last physical was in March 1967. His total flight time was 1,839 hours, with 134 hours in the Boeing 727 equipment.

The flight engineer was Lawrence Carey Wilson, age 37. He held an ATR rating, a flight instructor, and flight engineer certificates. His total flight time was 7,754 hours, with 280 hours in Boeing 727 equipment.

The pilot of the Cessna 310, Mr. John David Addison, age 48. He held commercial pilot license with both instrument and flight instructor ratings. He held a current second-class medical certificate with the limitation that pilot shall raise corrective lenses and have a second pair abroad the aircraft. His total flight time as he reported it in August 1966 was 10,000 hours, with 100 hours in the previous 6 months.

The second pilot on the Cessna 310 was Robert Eugene Anderson. He held a private pilot's certificate, aircraft single engine, land. He held a current second-class medical with no limitations. His total flight time was reported at 473 hours.

The passenger aboard the Cessna 310 had no record of pilot's license ever being issued to him.

Mr. Chairman, I also have with me here today the transcripts of the air traffic control transmission. At this time I will read the transcript from the Atlanta Center and give you a verbatim transcript of the communications that were conducted on that flight.

The Atlanta Center was handling the Cessna 310. At the time of this tape, the benchmark is at these times that I will give you, in Greenwich mean time.