

Approach control, "—and you can pick him up anywhere you want to."

At 1556 hours and 27 seconds Approach Control gave the following transmission of "Three one two one sugar, cleared over the VOR to Broad River. Correction, make that the Asheville radio beacon—over to the VOR to the Asheville radio beacon. Maintain seven thousand report passing the VOR."

At 1556 hours and 41 seconds, 3121 Sierra responded, "Two one Sierra."

We now hear a ring over the tape and this is the interphone line ringing. The transmission from the Atlanta Center, "Atlanta."

The approach control facility responds, "Asheville, Piedmont ten twenty two is out of seven and—uh—put two one sugar, put three one two one sugar out of seven and Piedmont 22 will be off at 59."

Approach control then gave the initials "JC."

At 1558 and 20 seconds 3121 Sierra transmitted "Two one Sierra just passed over the VOR. We're headed for that—uh—for—uh—Asheville now."

Approach control said, "Two one sugar by the VOR, descend and maintain six thousand."

At 1558 and 41 seconds, 3121 Sierra transmitted "We're leaving seven."

At 1600 approach control transmitted "Asheville."

There is an unidentified transmission at this point and we have not been able to determine who made this transmission.

"What's—uh—have they got some kind of convention up there today?"

Approach control responded, "No, not that I know of."

That is in the unidentified transmission.

"That's the busiest I've seen that airport in a long time."

Approach control said, "It's—uh—one extra Piedmont flight. I think they've got some kind of camp, some camp children (garbled) reservations."

The approach control responded with the initials "JC."

At 1600 hours and two seconds, approach control transmitted "Cessna three one two one sugar, cleared for an ADF two approach to runway one six. Report the Asheville radio beacon inbound."

Approach control then came up with "Tower."

And then there is a transmission from the Piedmont station agent and it is garbled. "This seventy four thirty be starting back out—how close is he?"

Approach control responded, "Seventy four thirty?"

And Piedmont station agent responded, "Well, he's ten twenty."

Approach control responded "Ten twenty—is he going to be seventy four thirty outbound?"

The Piedmont agent responded, "Seventy—seventy four thirty ship number going back."

"OK, he's touching down now."

Mr. Chairman, at this point in time the accident has already occurred.

The next transmission is at 1604:27. All of these transmissions are subsequent to the accident.

Gentlemen, that concludes my presentation. I will try to respond to any questions you may have.