

General McKEE. The main thing, I think, Mr. Brotzman, is we have to get to the bottom of this. That is the reason I am willing to take off the penalty and get the pilot to report so we find out what the situation really is.

Mr. THOMAS. Could I add one more thing?

We have tried anonymous reporting. They were so anonymous that we had absolutely nothing. We just couldn't do anything with it.

The CHAIRMAN. The Chair notes that we have been in session now for some two hours and a half. If it is all right with the panel, we will resume at 2 o'clock.

We will stand in recess until 2 o'clock.

(Whereupon, at 12:38 the committee recessed, to reconvene at 2 p.m., the same day.)

AFTER RECESS

(The committee reconvened at 2 p.m., Hon. Harley O. Staggers, chairman, presiding.)

The CHAIRMAN. The committee will come to order.

When we stopped the proceedings at noontime, Mr. Satterfield was to question.

Mr. O'Connell, did you want to make a statement at this time that perhaps would be pertinent?

Mr. O'CONNELL. If you will permit me to.

Mr. Chairman, I have before me a summary of midair collisions which have occurred in the United States between 1956 and 1967. I also have before me a breakdown of those indicating in some detail the type of aircraft, the time of day, and pertinent information with respect to them. The summary is readily available, and has already been released, although not as up to date as this. The detail which accompanies it contains very valuable information, and it occurs to me that it would be very helpful if it were included in these proceedings, and I would like to offer it.

The CHAIRMAN. It will be included at this point in the record. Thank you.

(The material referred to follows:)

MIDAIR COLLISIONS, U.S. CIVIL AVIATION, 1956-67

Year	Number of accidents		Number of fatalities	Number of accidents by segments of aviation involved				General aviation
	Total	Fatal		Air carrier	Air carrier (general aviation)	Air carrier (military)	General aviation (military)	
1956.....	17	11	161	1	1	0	1	14
1957.....	15	6	119	0	0	1	4	10
1958.....	16	12	86	0	0	2	2	12
1959.....	13	10	20	0	0	0	3	10
1960.....	26	10	* 152	1	4	0	0	19
1961.....	20	10	22	0	0	0	0	20
1962.....	19	9	27	0	0	0	5	14
1963.....	13	3	6	0	0	0	2	11
1964.....	15	7	12	0	0	0	2	13
1965.....	27	14	30	1	0	0	0	24
1966 (preliminary).....	14	6	21	0	1	0	0	13
1967 (preliminary).....	11	9	126	0	2	1	2	6
Total.....	206	107	682	3	8	4	25	166

* Includes 3 persons on ground.

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Source: Department of Transportation, National Transportation Safety Board, Bureau of Aviation Safety, July 20, 1967.