

Mr. ADAMS. Now, I wanted to inquire about another thing. Was the Piedmont flight 22 a regular flight? I happen to have been in Asheville the day after this accident and as I understand it all those camps break on Wednesday. Was that a special or an extra flight coming out of that airport, or was this a regularly scheduled section?

Mr. THOMAS. I think it would be better for Mr. O'Connell to answer that question.

Mr. O'CONNELL. It was a regularly scheduled section.

Mr. ADAMS. Regularly scheduled.

Now, to go back again to the question of whether Atlanta radar had picked up the Cessna, I listened to the reports that were being read to us of the radio contacts that took place, and also will it be possible for you in the fairly near future—I know they were reported in the press there—to produce for us a sketch of the radio beacons and the locations of the two craft?

Mr. ALLEN. Yes, sir. This activity will be performed in the groups that will be participating in this activity, which will be the operations group, the air traffic control group, and the flight recorder read out.

Mr. ADAMS. I notice in your statement that there is a 10-day period, within 10 days after a key event, a summary report will be made. When will that be available?

Mr. O'CONNELL. I might answer that, Congressman. The summary report that I referred to will not be made in this case for some time, because it is planned that we make them 10 days after the public hearing in each case.

Mr. ADAMS. All right. Now, while I have you for a moment, I noticed in the record here, and you have indicated that you have a summary, starting on page 6 of your report, Mr. O'Connell, there are listed the five midair collisions, and four of the five, I notice, are in small centers.

Mr. O'CONNELL. Excuse me. Only two of the five are midair collisions.

Mr. ADAMS. I see. Then only the ones at Asheville and Urbana are midair collisions. Both are at smaller cities. Now, we have discussed previously the prohibitive expense of trying to go to full radar operations at the smaller cities. What have you contemplated, or what do you suggest that we might be looking into to authorize in terms of a supplemental system for the smaller fields which could be fed to regional centers, so the regional centers can at least protect commercial aircraft in the area by informing them of the traffic even if they cannot protect general aviation?

I am wondering, for example, in this case, whether Atlanta radar can be alerting the planes taking off at the smaller fields regarding the traffic in the area and what is happening at that particular point. I know they do this to some great degree, and I want to know whether you have considered this, or whether we need something else.

Mr. O'CONNELL. Well, I would like to say that our observation of the two midair collisions which we are discussing here, particularly—

Mr. ADAMS. Asheville and Urbana.

Mr. O'CONNELL (continuing). Do not lead us to a definite conclusion that would support a recommendation for a major expansion in the radar operation, based on these accidents. In the Urbana case, radar did exist.