

Mr. ADAMS: The Urbana planes were on Dayton radar, weren't they?

Mr. O'CONNELL: That is right.

Mr. ADAMS: And this one was on—well, the plane itself was not on Atlanta radar, but the Cessna would be on Atlanta radar, so that the plane, as it is taking off, could be given information as to what the air traffic in the area was.

Mr. O'CONNELL: Well, it was on radar from Atlanta when it took off, but it had been turned over to Asheville, which had no radar, before this accident took place, so we have no radar at Asheville.

Mr. ADAMS: No. One more question, Mr. Chairman, and then I will desist.

Mr. THOMAS: May I, sir?

Mr. ADAMS: Yes.

Mr. THOMAS: The radar, as you know, emanates from the ground and goes out like an inverted cone.

My belief is that the coverage at Asheville on raw radar is around 7,000 or 8,000 feet. This will be determined by the Board, and the question is, can we use center radar to give more protection to smaller airports? You can within the limits of coverage.

Mr. ADAMS: Well, this is the last question that I had, and perhaps you gentlemen can submit a reply in writing, because I don't want to take any more time. But I want to pay my compliments to the regional control centers. I frankly don't know how the men manage to keep their minds with the tremendous amount of traffic they have to keep track of. But with the commercial airliner, which at this point we are dealing with, carrying large numbers of people, I want to know if it is possible to establish supplemental radar beacons which will feed to your center section information from the 400 airports that are using commercial traffic, and at that point, with whatever expansion of facilities is necessary, have these centers maintain contact with the commercial carriers to give them traffic reports in each area, whether or not they are flying in the metropolitan areas.

Now, that is the question that I have, and if you gentlemen want to submit it in writing that will be fine. I don't want to take too much of the committee's time now.

Mr. THOMAS: Sir, this is a matter of radar coverage, down low, and if we had the radar coverage down low, then we could give the information to all traffic. Generally, at these airports, we do not have radar coverage from the center down to low altitudes.

Mr. ADAMS: That is what I am inquiring of you.

Mr. THOMAS: If we could put it in—

Mr. ADAMS: I am not talking now about a full radar coverage in the general sense, but actually a supplemental radar beacon feed. In other words, all you have at the small field is a radar tower, which feeds by co-ax cable into your regional center. In this we are talking about the 400 airports that are now involved with commercial traffic and yet are below the present FAA cutoff point for full radar.

Mr. THOMAS: Sir, that is the \$750,000 per site we are talking about.

The CHAIRMAN: Mr. Brown.

Mr. BROWN: Mr. Allen, I would like to direct my first question to you. You have given a pretty thorough appraisal of the investigation done by your group, of everything from the psychology and health of the crew of the planes to the design and maintenance of the planes. To what extent do you investigate the adequacy of the performance