

Mr. KORNEGAY. A lot of planes do have it now. Is that radar equipped to aid the pilot in determining altitude, weather, other aircraft, or what?

What can he see on that radar, in other words?

Mr. MOORE. It is primarily a weather avoidance device. In other words, it keeps him from flying into—

Mr. KORNEGAY. In other words, he can see a thunderstorm up ahead.

Mr. MOORE. Yes, sir.

Mr. KORNEGAY. Now, could he see any aircraft out there, 10 miles, 5 miles?

Mr. MOORE. No; it is not designed for that, sir.

Mr. KORNEGAY. In other words, insofar as collision, air collisions are concerned, this is not any real help to the navigator or the pilot.

Mr. MOORE. It is primarily a weather avoidance device and you can, of course, use it for picking up land masses, and things like that, when you are approaching a mountain, or something of that sort, yes, sir.

Mr. KORNEGAY. A mountain. Do you foresee now an instrument, radar instrument that could be used, adapted to pick up other aircraft?

Mr. MOORE. No, sir; as General McKee pointed out, the way it looks to us the collision avoidance device as such, as a separate unit, is the best hope for avoiding other aircraft.

Mr. KORNEGAY. Now does that collision avoidance system send a signal out 360 degrees, in other words, in all directions; or will it be funneled out as a radar beam goes?

Mr. MOORE. As Mr. Thomas mentioned this morning, it is a time frequency proposition, using what is known as an atomic clock. It is a cooperative system. It would require all aircraft to be so equipped, be on exactly the same time and, in that way, be able to exchange intelligence with those equipments on aircraft in the system.

Mr. THOMAS. It does cover the complete volume, there is an antenna on top, and an antenna on the bottom. For all practical purposes, it is like a basketball, complete volume around it. In all directions.

Mr. KORNEGAY. In all directions. Now, I noted in the press that they speak particularly of the collision at Hendersonville, N.C., that the Cessna 310 was 12 miles off course.

Now, has your investigation got to the point where any statement could be made with reference to why that airplane was that far off course, and if anyone in the system knew that it was off course?

Mr. ALLEN. Sir, I don't think that we have said that the aircraft was off course.

Mr. KORNEGAY. No, sir; I didn't say. I said it was reported in the newspaper, and it was not according to the FAA officials.

Mr. ALLEN. Well, going back to the transcript I read this morning, I think that the following summary could be made in that transcript.

The information, from the information, we determined that 3121 Sierra was under radar surveillance from the time of departure from Charlotte to within 10 miles of Asheville VOR. And the clearance was to the Asheville VOR, and Nan 3121 Sierra reported "21 Sierra just passed over the VOR. We are headed for—uh—the Asheville now." And that time was at 1558 hours and 19 seconds.