Mr. Tipton gave you a statement. On page 10 there are illustrations of three radar scopes. (See fig. 5, p. 227.) On the left-hand scope there are three targets, what they call blips, indicated on a scope. This illustrates the raw return shown on radar when there is no transponder reinforcement involved. The next two illustrations, one of them indicates three transponder returns showing a double bar on the scope. When the control tells the pilot to "Ident," he pushes a button in the cockpit. This fills in the space between the two bars, that is how radar identification is confirmed. When he gives you positive identification he can say "I got you." The third one of those drawings shows three radar blips with transponder returns and longside of them are the alphanumeric codes read-outs. If you fly into New York or to Washington, or into any place where they will have alphanumerics in a few years, if every airplane in there is flashing an alphanumeric code, the scope will be so crowded with this imagery that they will be saying, "Squawk, stand by." That means we will go back to raw radar for terminal traffic control.

A lot of the technology works well when there is a little bit of traffic but when there is congestion and you need it the system becomes overloaded and fails. This is something that lay people don't consider. In instrument flying, there is nothing tricky about it or secret about it. If you follow an instrument flight plan from here to New York the first step is to get the flight service station and advise him you want to go to New York. I don't bother making a flight plan any more. I file it and say, "I want to go from Washington National to New York, your routing, and the lowest altitude I can get." At the end of the runway I am sitting there, he comes back and say "The clearance is ready." He reads me the clearance. That assigns me a route and an altitude. In order to get that the two centers, Washington center and New York, have had to strike a bargain on a piece of reserved airspace. This piece of reserved airspace is 5 miles wide. It is a thousand feet thick and it is as long as my airplane takes to go in 3 minutes, the speed of my airplane plus 3 minutes is the length of this box. If you imagine a boxcar on a track with a bird in the boxcar and another bird in another boxcar, that is the way our air traffic control system works. You each have a box of reserved airspace. When all airplanes feed into one center or one target as you must, one airport, it is obvious that the traffic moving along the track cannot be accommodated by the airport as fast as it can fly along the track. This is why you get stacks at holding points, why you get traffic delays. The traffic delays are caused by the fact that the system cannot accommodate all the people at one time.

I don't know how we are going to solve this. Automation may help but still you are going to have to get the airplanes on the runways one at a time because you can't land them in formation. This is the program. This is our plan. These meetings were called as a result of the Asheville accident. A lot of people talk about the fact that Asheville should have radar.

As I recall, there are only four airlines going into Asheville. They only have nine or 10 scheduled flights a day as I recall. It is essentially a general aviation airport. Most of the traffic is general aviation traffic. I have been in there many times, just 2 weeks, ago, in fact.

I think that what happened at Asheville has not been explained. I have analyzed it and explained it myself of my board of directors