

Piedmont Airlines Flight 22 Mid-Air Collision and Crash in Hendersonville, NC, on July 19, 1967

This document was created in 2017 by a retired member of the emergency services community to commemorate the fiftieth anniversary of the incident.

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THE COLLISION AND CRASH OF CESSNA 310, N3121S, AND PIEDMONT'S FIRST JET, A BOEING 727, N68650, NEAR HENDERSONVILLE, N.C. ON JULY 19, 1967

This narrative is sincerely offered as a fiftieth-year memorial and remembrance of the eighty-two persons killed in the collision and crash, and extends to their families, friends and co-workers, along with all emergency services' and medical personnel, and other professionals and civilians involved in the aftermath, which reveal the heart-rending feelings of sorrow, anguish and grief expected from any tragedy of such a scale.

It is also a chronological and partial history of Piedmont Airlines' jet service before and after July 19, 1967. The crash was one of 1967's approximately ninety-five commercial crashes worldwide, and the second-deadliest air disaster in the U.S. at that time. As of this writing, it was the twenty-fourth deadliest.

Also in 1967, Boeing's 737 made its first flight on April 9, and Boeing delivered its 1,000th jet airliner, a 707-120B, to American Airlines. Boeing's Everett, WA facility, where jumbo jets 747, 767, 777, and 787 are assembled, is reportedly the world's largest building – 472,370,319 cubic feet, covering 98.7 acres.

The title such as the one above has not been typical in the many tellings of this calamity. The stories usually focus on the jet, simply using the term "Flight 22" or "the plane crash at Hendersonville", likely because the larger number of fatalities came from that aircraft, but possibly also because it was the first passenger jet regularly seen in this area. Folks not only looked *at* it, they looked *forward* to looking at it. It was the newest technology of the day, and it had come to *Asheville*, where only propeller-driven planes had plied the skies since the beginning of flight, whether they carry tourist or freight, daredevil or soldier, business representative or summer camper.

The telling of the three aboard the Cessna seemed to instantly become something of an afterthought, if not something to be entirely forgotten, except when "blame" was mentioned, probably because, based on information provided, and stated here sharply, that if the Cessna had not been off-course, there would have been no collision. The reader is encouraged to view this rather large document with the mindset they would want others to consider should they themselves be associated with such horror.

While the Cessna was obviously off-course, some newspaper reports, among others, seem to hold its three men and their death with less regard and compassion than that shown the seventy-nine aboard the jet. A critical eye cast upon the various comments herein may see the validity of this opinion. It is

reasonable to believe that those men had family, friends and co-workers stricken with grief as profound as those associated with the jet's occupants, as expected.

Our human nature sometimes extends blame to include anyone *associated* with those at fault. Before departure, every pilot in that day, and in earlier years, and every pilot in this day, transmits by radio or document, the number of "souls" aboard their craft. That term encompasses more than "person", "subject", or "occupant", and rightly alludes to the potential harmful or deadly unknowns which may occur during the transport of precious lives.

Slanted journalism is unwarranted and reckless, a lesson which sometimes continues unlearned and unapplied in our day.

While Asheville Fire Department's involvement was minimal, it is included because of the magnitude of the incident, and its wide-ranging impact on families, the populace, officials and investigators. Portions of this narrative may be gory and offensive to some. Corrections and additions are welcome.

Layout, font size and all other aspects of creating this document show inconsistencies, related primarily to the difficulties in enlarging text that was too small to read, and could not always be placed in columns, at least by the retired civil servant responsible for its compiling. It is hoped that the inconsistencies are only as mentioned, and that accuracy has not been compromised. Apologies are offered to the near-sighted and far-sighted from the short-sighted. Apologies are also offered if printing a document is necessary so it can be read because the type is so small.

In the words of an official held in high regard, "Well, he meant well."

We begin with the January 4, 1967 Asheville *Citizen* announcement of Piedmont's intent to introduce jet service to Asheville.

Piedmont Jets Due In Spring

By **LAURENS IRBY**
Citizen Staff Writer

A second commercial airline — Piedmont — has indicated it expects to inaugurate jet flight service through Asheville Airport by spring.

C. G. Brown Jr. of Winston-Salem, vice president of Piedmont Airlines, said Tuesday "I'm fairly confident we will serve Asheville" with a Boeing 727 jet flight by March 15.

Earlier, Delta Air Lines announced it has a target date of April 30 for putting a DC-7 twin-engine jet plane on its Asheville-Chicago run.

The Asheville Airport near Arden is served by three commercial airlines. The third airline, United, has not pinpointed a date when it will begin jet flights here.

Brown said Piedmont expects a delivery on a Boeing 727 jet in late February. This aircraft will be leased from Boeing.

While the precise routing of the jet hasn't been worked out, said Brown, it will probably be used on the Washington-to-Atlanta run with a stop-over in Asheville and one other point.

The Boeing 727 plane will

—Turn To Page Two

carry 95 passengers and it would be an all-first-class flight, said Brown.

Piedmont may lease another Boeing 727 plane in early summer. The airline has ordered a different plane—six Boeing 737's scheduled to be delivered in the spring of 1968. The 737's will carry 90 first class passengers.

Jack Gwennap, Piedmont's station manager in Asheville indicated the firm has already updated its communications equipment at the Asheville terminal to handle jet flights.

This includes a direct telephone line to Atlanta for fast relay of operational information.

Boost Is Approved For Landing Fees

A contract amendment which will boost present landing fees paid by three commercial airlines at Asheville Airport by some \$7,500 a year in 1967 and 1968 and by \$15,000 a year in 1969 and 1970 won approval of City Council Thursday.

City Manager J. Weldon Weir told council the fee change had already been accepted by Delta, United and Piedmont Airlines. All that remains is for corporation counsel O. E. Starnes Jr. to prepare an official amendment to the contract the airlines have with the city.

The airlines now pay a total of about \$23,000 a year in landing fees.

The higher fees would apply for four years and be subject to review at the end of that period. The amendment will return to council for final official action.

On a related matter, Councilman William F. Algary differed with City Manager Weir about how soon a program of airport improvements including extending the runway by 1,500 feet should be carried out.

Weir said that the runway extension from a present length of 6,500 feet would not be needed until after passage of seven to 10 years.

Algary disagreed, saying that he felt new jet planes to be introduced here in coming months would draw more and heavier passenger loads and the runway extension in his view would be needed in the next two or three years.

Weir said the commercial air-

lines informed him that the initial jets to be routed through Asheville would seat about 90 passengers. The airlines, said Weir, do not contemplate a full passenger load on these runs and therefore can continue to operate with the existing 6,500 foot runway.

The new landing fee will be a basic rate of seven cents per thousand pounds of weight represented by the empty weight of each plane that lands at the airport. This would apply to an airline's first 10 million pounds to land here. The fee for weight over 10 million pounds would be six cents a thousand pounds. The old rate was five cents per thousand pounds.

Weir reported that all three

airlines landed planes with an empty weight of 460 million pounds here in 1966.

The jet craft that will be introduced here, said Weir, weigh three times as much as some of the craft that now land in Asheville. It's expected, he said, that commercial jet planes will be using the airport exclusively by 1969.

The discussion about extending the airport runway arose because of recent notification to the city that a master plan for airport expansion has been approved by the Federal Aviation Agency (FAA).

This clears the way for the city—when it gets ready—to apply for federal airport aid funds to carry out the expansion.

On Tuesday, March 14, 1967, Piedmont introduced jet service in Asheville by flying twenty-four Western North Carolina guests on a “pre-inaugural” flight to Atlanta. Those guests included “Asheville area civic, business and aviation leaders and newsmen.” Thirteen of those aboard were Piedmont officials, “along with a crew of nine (normally the plane’s crew is five).” After takeoff, the pilot said, “This is the fastest climbing, fastest cruising, fastest descending airliner in the world.” The next day thirty-five paying passengers boarded the jet in Asheville, en route to Atlanta or New York City.

Thus began the area’s much-anticipated, highly-touted, and most up-to-date form of transportation. Earlier that day, before leaving Winston-Salem on its journey to Asheville, “the plane was christened ‘Manhattan Pacemaker’ when 13-year old Nancy Davis, daughter of Piedmont’s president and treasurer, T. H. Davis, smashed a bottle of champagne on the plane.”

The naming was a tradition, in that until 1989, its final year of operation, Piedmont named all its aircraft “Pacemaker”, and individualized each plane’s identification. Examples included the “Catawba Pacemaker”, “Monongahela Pacemaker,” “Savannah River Pacemaker” and many more. One of Piedmont’s advertising slogans, as seen on the next page, was “Route of the Pacemakers,” changed in 1968 to “Growing Service for Going People.”

Excerpts, in quotation marks, from March 16, 1967 *Citizen* article, Section 2, Page 1



Ready for a VIP flight: (left to right) Captain Lyle McNames sits in the jump seat as Captain Ed Clement, First Officer R. L. Evans and Flight Engineer Bob Akin prepare the Manhattan Pacemaker, Piedmont’s first Boeing 727, for a pre-inaugural flight filled with dignitaries.

The above picture¹ of the jet that crashed four months and four days later, was taken March 14, 1967, likely in Winston-Salem, Piedmont's corporate headquarters. None of the men shown were in the crash. According to the National Transportation Safety Board's (NTSB) report, the Cessna entered the jet on the left, behind the area where Captain McNames is sitting.

Look what Piedmont's up to now.



Brand new Boeing 727 jet service.

From Asheville, it's a new dimension in regional travel—the first jet service to important cities on the Route of the Pacemakers.

Now, Piedmont Airlines passengers can fly one of the most popular jets in the sky. And enjoy big speed, big comfort, big new convenience.

Because Piedmont jets you there in style. Quickly—with three fan-jet engines, you cruise smoothly (every minute, another ten miles) at 600 m.p.h. Quietly—it's easy to talk softly, to read and rest. And luxuriously—there's spacious seating for 92 passengers to enjoy.

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See your travel agent or call Piedmont, 254-8131

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direct afternoon jet service via convenient LaGuardia

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afternoon jet/additional non-stop and direct service

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only jet (afternoon departure)/more non-stop flights

WINSTON-SALEM—non-stop jet/other
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AIRLINES**
ROUTE OF THE PACEMAKERS

AIRLINE STEWARDESS
Piedmont Airlines
AGE 19 through 25—High School graduates, 5 feet, 2 inches to five feet, 8 inches; weight in proportion to height, single. Apply Mr. J. E. Bradley, Piedmont Airlines, Asheville Airport, Wednesday June 7th—12 noon to six p. m. only. An equal opportunity employer.

June 4, 1967 *Citizen*, Page 8D

Piedmont Airliner Has Double Trouble

WINSTON-SALEM, N.C. (AP)
—A Piedmont Airlines jet made its second landing under emergency conditions Thursday with no trouble after having two incidents of suspected landing gear trouble.

The flight, which originated at Washington, was making a routine stop at Winston-Salem when the first incident occurred. The indicator light for the nose gear on the Boeing 727 malfunctioned, an airline spokesman said, and the pilot did not know the gear was in place.

After circling the airport for half an hour, the plane landed with its 71 passengers.

Later, the plane resumed its flight, only to have a recurrence of the trouble approaching Asheville for another routine stop.

The jet returned to Winston-Salem and made a second safe landing under emergency conditions.

July 14, 1967 *Citizen*, Page 27 – unknown if this was the jet that crashed or the second jet brought into the fleet



Manhattan Pacemaker, the 727 that crashed near Hendersonville, Piedmont N68650.



On an unknown date at New York's LaGuardia Airport ©Bob Garrard



Cessna 310, similar to the one involved in the collision with the 727

Partly cloudy, warm. Chance of showers. Details on Page 15.

Dedicated to the Upbuilding of Western North Carolina

House passes measure aimed at curbing agitators. See Page 38.

56 Pages, 4 Sections

10

79 Aboard Airline Jet

By LAURENS IRBY
Citizen Staff Writer

A two-engine private plane, flying in an area for which it had not been cleared by the Asheville Airport tower, collided Wednesday with a Piedmont Airlines jet liner which had just taken off from the Asheville facility.

Eighty-two persons, including Navy Secretary-designate John T. McNaughton died in what witnesses described as at least two explosions and a flaming plunge to earth in a trash dump near a private summer camp, Camp Pinewood, two miles northeast of Hendersonville and only 200 feet from Interstate Highway 26.

Seventy-nine — 74 passengers and a crew of five — were aboard the airliner. Three others were aboard the private plane, a Cessna 310. The crash occurred almost precisely at noon.

Narrowly escaping injury or possible death were the 150 boys and girls at the camp. In addition 36 passengers who got off the ill-fated Boeing 727 just before it departed Asheville Airport could thank Lady Luck they hadn't decided to extend their travels.

Perishing with McNaughton was his wife and son, 11, who were returning from summer camp.

In addition to the McNaughtons, 11 of the victims were either Asheville area residents, or known to have relatives or close friends in Western North Carolina.

They included:

Dave C. Salley, 39, an American Enka executive.

Mrs. Beulah Shipley Lance, 59, of Candler, and her grandson, Martin Shuler, 14.

P. B. Mayo, about 85, a former manager of Hajoca Corp., a plumbing firm, of Biltmore.

G. E. Bubh and a Mr. Kiesling of Hendersonville.

Kirby Rector of Clyde.

Mrs. John Williamson II and

her two sons, John A. Williamson III and Lee Williamson, all of San Francisco, who had visited Mrs. Williamson's parents-in-law, Mr. and Mrs. John A. Williamson Sr. of 11 Brookside Road.

Dr. W. F. Doerner, 46, of Cumberland, Md., son-in-law of Mr. and Mrs. Ted Reber of Franklin.

It could not be learned Wednesday night whether others on the list of victims had connections in Western North Carolina.

The dead included Ennis Parker, of Griffin, Ga., president of Pomona Products and a vice president of Stokely Van Camp Co.

At least 24 food brokers for Stokely Van Camp, all of whom boarded the plane in Atlanta, died in the crash. They and Parker were en route to an annual sales meeting at White Sulphur Springs, W. Va., of the Stokely Van Camp Co.

See Page 8 for a full report on Navy Secretary-Designate McNaughton and his last hours in Asheville.

Other reports and photographs by a crew of eight Citizen-Times staffers are on Page 8 and Page 52.

The jet plane was piloted by Capt. R. F. Schulte of Norfolk, Va., and Winston-Salem, N. C.

Other crew members were T. C. Conrad, first officer, Winston-Salem; L. C. Wilson, flight engineer, recently from Norfolk, Va.; Miss Sandra Kay Cox, hostess, High Point; and Miss Deborah Davis, hostess, Yadkinville.

Listed as passengers of the light plane, the Cessna 310, were:

Ralph Reynolds, about 49 and Robert E. Anderson, about 42, both of Springfield, Mo., and Dave Addison, about 40, the pilot, of Lebanon, Mo. Their craft, a twin-engine Cessna 310, was owned by Lansair, Inc., of Springfield, Mo.

A Piedmont official, W. G. McGee, of Winston-Salem, assistant vice president for sales, said there would be an attempt to identify the bodies without bringing in the next of kin

—Turn To Page 11

July 20, 1967 Citizen, Page 1

—Continued From Page One

wherever possible, but as it becomes necessary, the company will provide transportation for relatives for that purpose.

A disaster team from the National Transportation Safety Board in Washington flew here Wednesday afternoon to investigate the cause of the crash.

It was the third and worst fatal accident for 19-year-old Piedmont Airlines, which has its headquarters at Winston-Salem, and the worst in North Carolina history.

Although pieces of the two planes and bodies of passengers plummeted over a mile and a half area of the crash site, no resident on the ground was hurt.

A young girl was hit by some of the debris at her home on Highway 64 about a mile and a half from the crash scene, according to Henderson County Sheriff James F. Kilpatrick. The child was not hospitalized.

The small plane involved in the crash — a twin - engined Cessna 310 owned by Lansair Inc. of Springfield, Mo. — had entered an area for which it had not been cleared by the Asheville Airport tower just prior to the collision, according to a spokesman for the Federal Aviation Administration (FAA).

"The smaller plane was off his normal course of flight — about seven miles off course," said the spokesman,

The Cessna was operating under an instrument flight plan, which among other things required it to proceed to a radio beacon on the Biltmore Estate on Highway 191 seven miles northwest of Asheville Airport and then report to the airport tower from that position.

the Camp Pinewood trash dump, which is near the Intersection of Highway 64 and Interstate 26 and across I-26 from a new Holiday Inn.

Other smaller pieces of wreckage and bodies fell farther away.

A body of a woman, fell through the roof of a brick home of Mr. and Mrs. William R. Kuykendall at 201 Orr Camp Rd. several hundred yards from the central crash area. The Kuykendalls were away at a beach in South Carolina at the time.

The body left a hole nine feet long in the living room ceiling of the home and a somewhat smaller hole in the roof.

The National Guard Armory in Hendersonville was set up as a temporary morgue for the victims, who were removed after the federal investigation team from Washington arrived on the scene.

Don Edmondson, district sales manager for Piedmont Airlines, said identification was to be carried out at the Armory. After this, he said, bodies will be released to relatives or next of kin whenever they wish.

The ill-fated jetliner had been on an instrument flight plan, which means the craft's pilot had designated a specific altitude he would fly between Asheville and Roanoke, the intended next stop on Flight 22's route from Atlanta terminating in Washington.

Flight 22 was late when it arrived at Asheville Airport, caused according to Edmondson, by "air traffic control" problems at Atlanta, which made the craft late in leaving the Georgia capital.

The jetliner left the Asheville Airport at 11:59 a. m., instead of its scheduled departure time of 11:28 a. m. Twenty-three passengers boarded it at the Asheville Airport. An earlier

report incorrectly gave this figure as 52 reflecting confusion that surrounded the early minutes of the tragedy.

Under its normal schedule the plane would have reached Roanoke, Va. at 12:05 p. m. and ended its route at Washington at 12:57 p. m.

On the airliner were 25 persons headed for a meeting of the Stokely Van Camp Co. at White Sulphur Springs, W. Va. They were to depart Flight 22 at Roanoke. One of the group was Ennis Parker of Griffin, Ga., a vice president of Stokely Van Camp. He and the other delegates boarded at Atlanta.

Some bodies were charred. Others were not.

Law enforcement officers kept a sharp look-out for looting of the victims' bodies. Sheriff Kilpatrick and Hendersonville Police Chief Bill Powers were at work at the scene.

A spokesman for the Henderson County Sheriff's Department said his deputies chased one man who removed a watch from one of the victims, but lost the thief.

There were no reported arrests for looting of bodies. Asheville Assistant Police Chief J. E. Jarvis said he put a stop to the overly curious.

Jarvis said security officers also had problems with people picking up parts of the plane for souvenirs. The parts are needed for scrutiny by the federal investigating team—so they can pinpoint the point of collision, among other things.

Thousands of spectators flocked to the crash scene. Many of them parked their cars on both sides of Interstate Highway 26 and walked across to the west side shoulder and to a barrier which law officers erected 200 feet from the central crash scene.

The team from the National Transportation Safety Board took over the duty of probing the cause of plane crashes April 1 from the Civil Aeronautics Board.

The team, said Dennis Feldman of Washington, deputy director of the FAA's information services, will divide up into subgroups each looking into a different facet of the crash.

The team will then write a report and probably hold a public hearing here within several months—finally coming up with the probable cause of the accident.

The Piedmont jetliner was a 133-foot long craft weighing 80,000 pounds when empty and capable of carrying 90 passengers.

The craft has a maximum speed of 632 miles an hour.

The newly-appointed Secretary of the Navy, John T. McNaughton, who was to take office Aug 1, and his wife, came to Camp Sequoyah on Reems Creek Road at Weaverville Tuesday to arrange for their son, Theodore's leaving after a five-week stay.

Joe Lynker of Lynchburg, Va., 17, who acted as camp counselor for young McNaughton, said, "I think he had a good time here. He would have been 12 years old two weeks from today."

Lynker said the elder McNaughton had thought "the camp had been a good thing for his son."

The 150 young people who escaped injury were attending an eight-weeks summer camp, Camp Pinewood, operated by Dr. Donald Michelson, a professor at the University of Miami, his wife, Mrs. Dorothy Michelson; and Mr. and Mrs. Eli Meltzer of Miami Beach.

The major crash scene was only a hundred feet or so from a wooden cabin, which at an earlier hour would have been occupied by Meltzer. At the time of the crash, Meltzer was farther away at the camp's main offices.

The camp officials herded the children, ranging from ages six to 16, to the far corner of the camp away from the crash—where for the first hour flames burned steadily. They burned over what Dr. Michelson estimated to be two acres of the 53 acres in the camp grounds.

Tall trees as high as 75 feet were burnt black by the hot fire.

Fire apparatus and rescue squads from as far away as Belton, S.C., 75 miles distant, reported to the scene.

Everywhere persons were willing to lend a helping hand.

Sheriff Kilpatrick of Henderson County estimated that 200 officials and aid workers of one kind or another were on the scene.

The FBI dispatched a disaster team to aid in identification of the bodies.

Members of the investigation team from the National Transportation Safety Board held a press conference Wednesday night at the Holiday Inn near the wreck scene.

They said the voice and flight recorder from the downed jetliner were recovered and will be sent to Washington for examination. The contents of the recorders, they said, will be released in the next few days.

They also promised a public hearing here on the disaster in six to eight weeks.

It was not clear at what altitude the collision occurred. Some witnesses suggested 2,000 feet and others, like a resident at Camp Pinewood, said when they saw the falling craft they were at 1,000 feet.

Weather observers said the area had broken clouds at 2,500 feet with a visibility of four miles in a haze.

Piedmont had put the Boeing 727 into service only about two months ago. It was being leased by Piedmont from Boeing at \$1,000 a day.

The jet which crashed was to have returned to Asheville at 5:50 p.m. as Flight 33. But a piston-engine craft was substituted, according to a Piedmont official.

It was the first fatal accident at the new Asheville Airport which opened Jan. 15, 1961.

The collision brought renewed demands in Congress for restrictions on the operation of small planes in the vicinity of large municipal airports.

The call for prompt action was led by Rep. Samuel S. Stratton, D-N.Y., who was joined by several other House members in urging stricter controls and tighter safety requirements for private aircraft.

Others Had Ties With Area

By LUTHER THIGPEN
Citizen Staff Writer

Casualty list on Page 13

An American Enka Corp. executive and a Candler woman taking her grandson to Washington on a sight-seeing trip **were** among victims of the Piedmont Airlines crash near Hendersonville Wednesday.

Also killed were a former Asheville plumbing company official, a Maryland doctor who had attended the funeral of his wife's grandfather in Franklin, and three San Franciscans leaving after a visit with relatives.

Two Hendersonville residents and another from Clyde were listed among those dead.

The Enka executive was Dave C. Salley, 39, manager of Utilities and Services in the Central Engineering Dept.

An Enka official said Salley was en route to Hartford, Conn., on a business trip for the firm.

A native of Saluda, N. C., he had been employed by Enka since 1947, when he was graduated from Clemson University with a bachelor of science degree in mechanical engineering.

He lived with his wife, June, and two children, David 6, and Elizabeth, 3, at 28 Oakwilde Drive, Oak Forest.

Salley was a first cousin of E. M. Salley Jr., Buncombe County purchasing agent.

Mrs. Beulah Shipley Lance, 59, of Route 2, Candler, also an American Enka employe, was taking her grandson, Martin Shuler, 14, to Washington on a holiday trip.

She was on vacation and was due back at work Monday, an Enka spokesman said. Mrs. Lance had been employed by the firm since 1945. She was the widow of Doyal Lance.

Young Shuler was the only son of Mr. and Mrs. C. Lewis Shuler of Enka, and was a student of Sand Hill School.

Mrs. Lance's sister-in-law, Mrs. Mary Lacy Byrd, said the family had celebrated a happy family reunion Monday night.

Mrs. Lance is survived by her daughter, Mrs. Shuler; three sons, Doyal Lance Jr., George Lance and Jack Lance, all of California; four sisters, Mrs. Spencer Matney of Asheville, Mrs. Jack Nash of Chamblee, Ga., Mrs. Virginia Powers of Candler and Mrs. Howard Crane

—Turn To Page 13

July 20, 1967 *Citizen*, Page 1

Several From WNC, Or Had Ties With Area

—Continued From Page One

of El Paso, Texas; and a brother, Richard Shipley of New Orleans, La.

One of the victims, P. B. Mayo, about 85, was for many years manager of Hajoca Corp., a plumbing supply firm, of Biltmore.

An acquaintance, Leon M. Siler, 104 Sheridan Road, said Mayo retired several years ago after living here about 35 years. He had moved here from Charlotte.

Mayo had been visiting in the home of Dr. and Mrs. I. H. Archer, 319 Lakewood Drive, who drove him to the airport and saw him off on the flight.

Mayo was on his way to

Roanoke to visit his son and daughter-in-law, Mr. and Mrs. P. B. Mayo Jr., who were waiting at the Roanoke Airport for him.

Mayo had been living recently with his daughter, wife of Col. Thomas Tiernan of Langley Air Force Base, Va. Mrs. Mayo died there in February.

Mrs. John Williamson II of San Francisco, and her two sons, John A. Williamson III and Lee Williamson, about 10 and eight, were among the victims.

They had visited Mrs. Williamson's parents-in-law, and the boys' grandparents, Mr. and Mrs. John A. Williamson Sr. of 11 Brookside Road.

The three were on their way to Roanoke to visit Mrs. Williamson's mother.

Dr. W. F. Doerner, 46, son-in-law of Mr. and Mrs. Ted Reber of Franklin, was a victim.

A doctor of internal medicine in Cumberland, Md., Dr. Doerner and his wife had come here for the funeral of Mrs. Doerner's grandfather, Fred W. Reber, in Franklin, Tuesday.

The Doerners had four children, ages eight, seven, five and two.

The list of victims released by Piedmont included G. E. Bubb and a Mr. Kiessling of Hendersonville, and Kirby ReCTOR of Clyde. No further infor-

mation was available on them Wednesday night.

Hostesses on the plane were Deborah Davis of Yadkinville and Sandra Kay Cox, 22, of High Point.

Miss Cox, daughter of Mr. and Mrs. Calvin Cox of High Point, was graduated from Piedmont's flight school in Winston-Salem on June 17. She had formerly worked in the circulation department of the High Point Enterprise.

Miss Davis, daughter of Mr. and Mrs. Thomas R. Davis of Yadkinville, also reportedly had been a stewardess for only

about a month. She had graduated from Yadkinville High School and attended the University of North Carolina at Greensboro.

Two Gastonia residents and a relative from West Virginia were on the death list.

They were identified as Stephanie and Amy Moore of Gastonia and a Mrs. Moore of Huntington, W. Va.

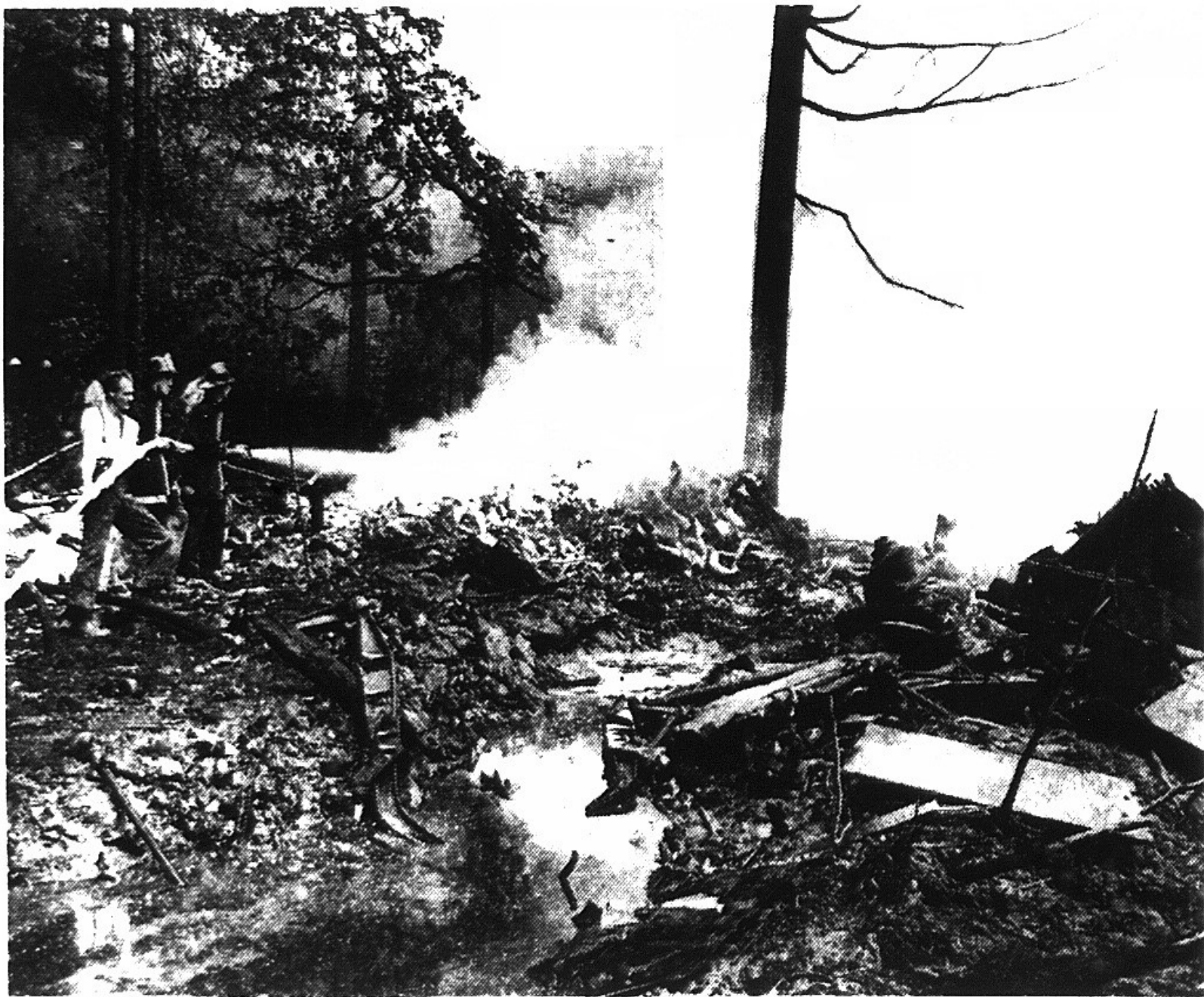
Mrs. Teddie Lynn Moore of Gastonia, identified as the mother of the two girls and daughter of Mrs. Moore, was treated at Memorial Mission Hospital for shock following the crash and was later released.

THE ASHEVILLE CITIZEN, Thurs., July 20, 1967

13



July 20, 1967 Citizen, Page 1



July 20, 1967 *Citizen*, Page 1

President Johnson, McNamara Pay Tribute To McNaughton

WASHINGTON (AP) — President Johnson and Secretary of Defense Robert S. McNamara paid tribute late Wednesday to John T. McNaughton, newly appointed secretary of the Navy, who was killed along with his wife, Sarah, and a son, Theodore, in the crash of a jetliner

near Hendersonville, N. C.

The deaths were announced by Robert H. Baldwin, acting secretary of the Navy.

Johnson spoke of "the rare breadth of his abilities, the selflessness of his great energies and talents." The President said his death and those of others

aboard the plane "has made this a tragic afternoon for many American families."

McNamara, saying he was stunned by McNaughton's death, said, "All who knew him shared my respect for his courage, his integrity and his devotion to this country."

The McNaughtons had come

to North Carolina Monday to pick up their son from Camp Sequoyah at Weaverville, N.C.

McNaughton was appointed to succeed Paul H. Nitze as secretary of the Navy only a few days ago, effective Aug. 1. He had been confirmed by the Senate, but had not yet taken over the job.

Prior to this the 46-year-old Indiana native had served as assistant secretary of defense for international security affairs for three years.

Top officials said McNamara relied on McNaughton as much

or more than any of his other aides on a day-to-day basis on problems involving international defense matters.

He moved into the Navy post when Nitze became McNamara's deputy secretary of defense following the resignation of Cyrus R. Vance.

McNaughton's career included service as an educator, attorney, newspaper columnist and editor, and government official.

McNaughton received degrees from DePauw University, Harvard Law School and Oxford, where he was a Rhodes Scholar.

During World War II he was a lieutenant in the Navy reserve, first commanding a Navy gun crew on a merchant ship in the Caribbean and North Atlantic, and later serving on a destroyer escort in the Pacific.

He was editor of the Pekin, Ill., Daily Times from 1951 to 1953.

McNaughton was appointed assistant professor of law at Harvard Law School in 1953 and became a full professor in 1956.

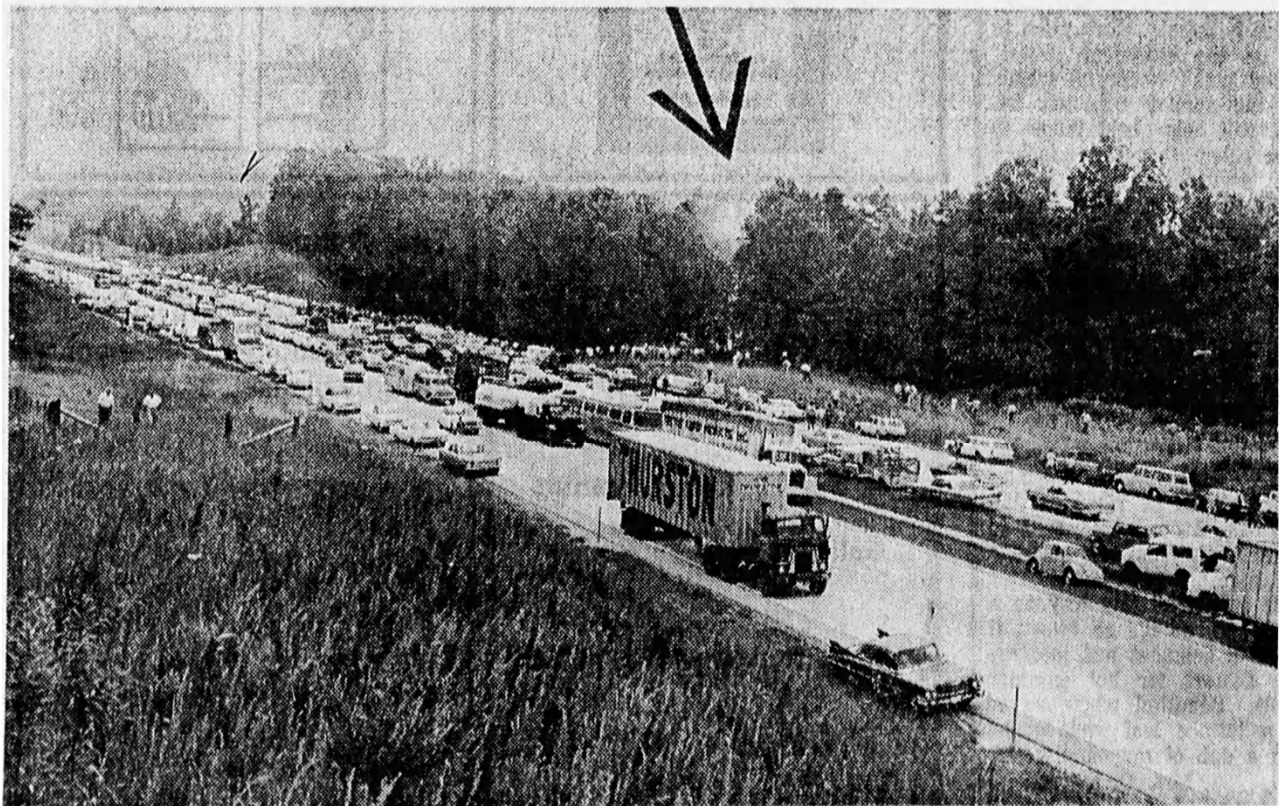
His government background

included legal work in the office of the U. S. special representative to the Economic Cooperation Administration in Paris from 1949 to 1951. He also served several periods as assistant district attorney for Middlesex County, Mass., from 1957 to 1961.

President Johnson appointed McNaughton to the Pentagon's international security affairs post in March 1964.

His wife was the former Sarah Elizabeth Fulkman. They lived in Washington.

July 20, 1967 Citizen, Page 8



ARROW MARKS HOLE IN TREES where smoke rises from wreckage. (Staff Photo by June Glenn Jr.)

July 20, 1967 Citizen, Page 8



STARK TRAGEDY in a Henderson County woods.

July 20, 1967 *Citizen*, Page 8

Airport Officials Comfort Relatives, Answer Calls

By JIM CRAWFORD
Citizen Staff Writer

Officials and employees of Asheville Airport worked Wednesday afternoon to comfort relatives and friends of those killed in the crash of a Piedmont jet airliner near Hendersonville.

Airport Manager Kenneth Dacy said a room had been set aside on the second floor for use by those inquiring about the victims.

Coffee and refreshments were made available.

Dacy said the crash "was just one of these terrible things that happen. . . an awful thing." He described the crash scene as "heart-rending."

Piedmont officials in mid-afternoon set about notifying next of kin, explaining that it was both a company policy and a federal regulation that no names be released until next of kin had been notified.

A team of Piedmont officials arrived from Winston-Salem and headed immediately for the site of the tragedy, Jack Gwennap, Piedmont station manager said.

There were many saddened faces throughout the airport.

One man broke into sobs and was escorted into Dacy's office when told at the Piedmont ticket counter that the plane which crashed had been bound for Roanoke.

A minister who talked with the man said later his son was aboard the plane.

The jet which crashed had been scheduled to return to Asheville at 5:50 p. m. as Flight 33.

Flight 1041, a piston-engine craft, was substituted, a Piedmont official said.

A crash team of the Federal Bureau of Investigation was flying here to join other investigators at the scene. They were due about 9 p. m.

Dacy said that since the new airport was open on Jan. 15, 1961, there have been approximately 55,000 commercial flights without an accident of any kind.

He said a commercial plane was involved in a mishap at the old Asheville-Hendersonville Airport about 1959 or 1960, but there were no injuries.

July 20, 1967 *Citizen*, Page 8

Crash Third For Piedmont

WINSTON - SALEM (AP) — The crash of a Boeing 727 airliner, killing 79 persons, near Hendersonville Wednesday was the third and worst fatal accident in Piedmont Airlines' 19-year history.

Three more were killed aboard a Cessna 310 which collided with the jet, enroute from Atlanta to Washington. The airliner had just left the Asheville Airport when the crash occurred.

In October 1959 a Piedmont DC3 fell at Charlottesville, Va., killing 27 persons. One passenger survived.

Piedmont, which cites in its literature its safety record, lost three crew members when a Martin 404 crashed near New Bern, N. C., Nov. 21, 1966. The plane was enroute to pick up its first passengers for a flight to Louisville, Ky. None had boarded when the flight began in Wilmington, N. C.

July 20, 1967 *Citizen*, Page 8

A fourth crash occurred August 10, 1968 during a landing approach at the then-Charleston-Kanawha County, West Virginia Airport, renamed Yeager Airport in 1985, killing 35 of 37. One survivor said . . .

she wasn't
anxious to make the flight because her sister-in-law's parents were killed in a plane crash last year.

It is unknown in which crash the parents were killed.

August 11, 1968 *Citizen*, Section 2, Page 1

They Looked Upward, Here's What They Saw

HENDERSONVILLE — One eyewitness to the Piedmont Airlines crash said he was talking to a friend and for no reason happened to look into the sky immediately before the mid-air collision between the airliner and a smaller plane.

Grady Walker of 408 Jack St., Hendersonville, said he blurted "Those planes are going to hit", and then the collision occurred.

He said the jet was rising as the smaller plane hit it "right in the nose".

He described the resulting explosion as "an orange ball of fire" high over the town.

"I never saw the small plane after that," he said.

He saw debris begin scattering from the planes, then the craft began "twisting straight down to the earth".

When the wreckage struck the ground, there was another explosion, "like a sonic boom" he said.

Walker said he first checked on his kids in his yard, then called police.

A member of the Hendersonville Rescue Squad, Walker then ran to the woods where the planes had gone down. He said there was intense heat from fire "leaping up everywhere".

After chasing away some excited children from a nearby summer camp, Walker remained on the scene into the afternoon.

Another witness was E. T. McCall, 42, of Hendersonville, who did not see the midair collision but heard the first explosion.

"The big plane nosed straight down," he said, but he said he did not see any sign of a smaller plane.

Bill Baldwin, 18, said he was in his home in the area when he heard the first crash.

He ran outside in time to see the big plane going down, spraying debris over a wide trail.

Don Griffin, whose home is in the area, said a wheel from one of the planes landed on his house and a passenger fell through the trees and into his yard where his small daughter was playing.

C. C. Collins of Hendersonville Rt. 6 was mowing grass in his yard. He said "There was a blast in the air, and then the pieces started falling.

"I don't know whether the motor blew up, or what, but there was a terrible amount of smoke," he said. Collins said he heard another explosion after the plane fell.

Another witness, K. C. Smart, said the smaller plane hit the airliner and burst into flames. The larger aircraft continued on for a moment, shuddered, then blew apart in the air, Smart said.

"Debris fell on houses around where I live," Smart said.

— Lewis W. Green

July 20, 1967 Citizen, Page 8

From I-26 They Came To See

By BILL MEBANE
Citizen Staff Writer

Within minutes of the time Piedmont Flight 22 struck the earth about 200 feet from heavily-traveled Interstate Highway 26, hundreds of people in the casual dress of summer tourists were swarming over the highway guard rail and joggling each other for a better view of the patch of woods where oily black smoke rose out of orange flame.

They were stopped by a wire fence halfway between the highway and the wreckage and prevented by officers standing there from going any closer.

Between them and the wreckage an open ditch about 10 feet deep, 20 or 30 feet long and 15 feet wide, half-filled with old tin cans and other trash of a disused dump.

The plane lay like part of the dump, its once-gleaming fuselage crumpled into battered metal that could hardly be distinguished at that distance from what might have been left there before.

A closer look would show a flattened jet engine, crushed and burnt black, part of a wing with a control surface hanging limply, remnants of electrical connections and a portion of fuselage, apparently the cockpit and forward cabin.

Lying under the cabin was a shiny black suitcase, its hinges strained apart.

A half-hour after the crash, firemen from Hendersonville, Mountain Home, Fletcher and Asheville, as well as several other volunteer fire departments, were at the scene with

equipment, pouring water and chemicals onto the plane.

Pieces of paper and cloth were quickly spread over bodies and parts of bodies scattered over the charred ground.

The firemen, some of them pumping from a stream in a little gully nearby, put out the flames within about a half-hour of the time they arrived.

As the flames died, the awe of violent calamity fell over the crowd. The firemen and rescue workers, with no one to rescue, went about their methodical work covering the remains of victims.

Three blackened poles, the shattered trunks of tall trees shorn of their limbs, leaned together grotesquely in the acrid grey smoke.

Hundreds of automobiles were

parked on both sides of the divided four-lane highway in both directions from the crash. Others were pulled onto side roads and off U. S. Highway 64 between Hendersonville and Bat Cave.

State Highway Patrolmen and sheriff's department officers from Henderson and Buncombe counties kept the crawling traffic moving slowly past.

In the fresh green grass between the two wide strips of concrete a man sat not moving beside a large white sheet, guarding the body underneath.

A black-garbed priest climbed over the barricades while smoke was still rising and began saying last rites over the bodies.

A brown bird fluttered through the smoke, perhaps toward a nest that was no longer there.

Deep Shock, Carnival Air Noted At Scene Of Crash

By LEWIS W. GREEN
Citizen Staff Writer

There was an incredible mixture of carnival gaiety and deep shock among thousands of people swarming to the scene of the plane crash at noon Wednesday.

Countless cars lined the shoulders of I-26 and U. S. 64, and harried State Highway Patrolmen and deputy sheriffs tried to maintain a flow of traffic through the impact area.

Deputies and rescue squad personnel set up multiple rope cordons in an attempt to screen the throngs — but a troublesome number of the idly curious got through somehow.

A shower of debris plunged from the sky in the area starting at a service station on U. S. 64 and Thompson St., near the I-26 overpass. On that side of the road were two bodies, airliner seats and engine parts.

But for those who made it past the police line at the road going into the crash zone, curiosity immediately changed to silent, deep ache for those who had been in the plane.

It is a tree-lined, shady little road leading down to a children's summer camp — ironically, it was reported that several of the plane's passengers were children themselves on their way to summer camps.

A stroll down that quiet, cool residential area is a grim walk along the path of death. Early arrivals of rescue workers had managed to cover up many of the dead with sheets.

The first bodies had plunged to earth across the highway — then they strung out through the subdivision and woods.

At advertising man Don Griffin's home, an airplane wheel lay on his roof. A passenger fell through the tree tops and into the yard where his small daughter was playing.

Further down the lane lay other twisted engine parts, seat parts, wheels, tires. Clothing hung high in trees like grotesque scarecrows.

One body had landed in a tree and remained there.

One of the dead plunged through the roof of a house, but there was no one home at

the time. Investigators were told the family was on vacation.

Then as one went further along the trail, debris grew thicker along the ground. Baggage and metal and still, silent white sheets.

The faces of the rescue workers were grim with shock and grief. Many had children of their own.

According to a composite of eyewitness reports, it appeared that the smaller plane was fused into the nose section of the airliner and they had gone earthward together.

At the actual impact area, intense heat drove rescue work-

ers away until fire departments began to arrive and spray the flames with water and chemicals.

Here again were rescue workers, police, FBI men, Piedmont Airlines officials, deputies and some of the curious.

Rescue workers steeled themselves as they spread their bright white sheets about, marking the spot where someone lay still.

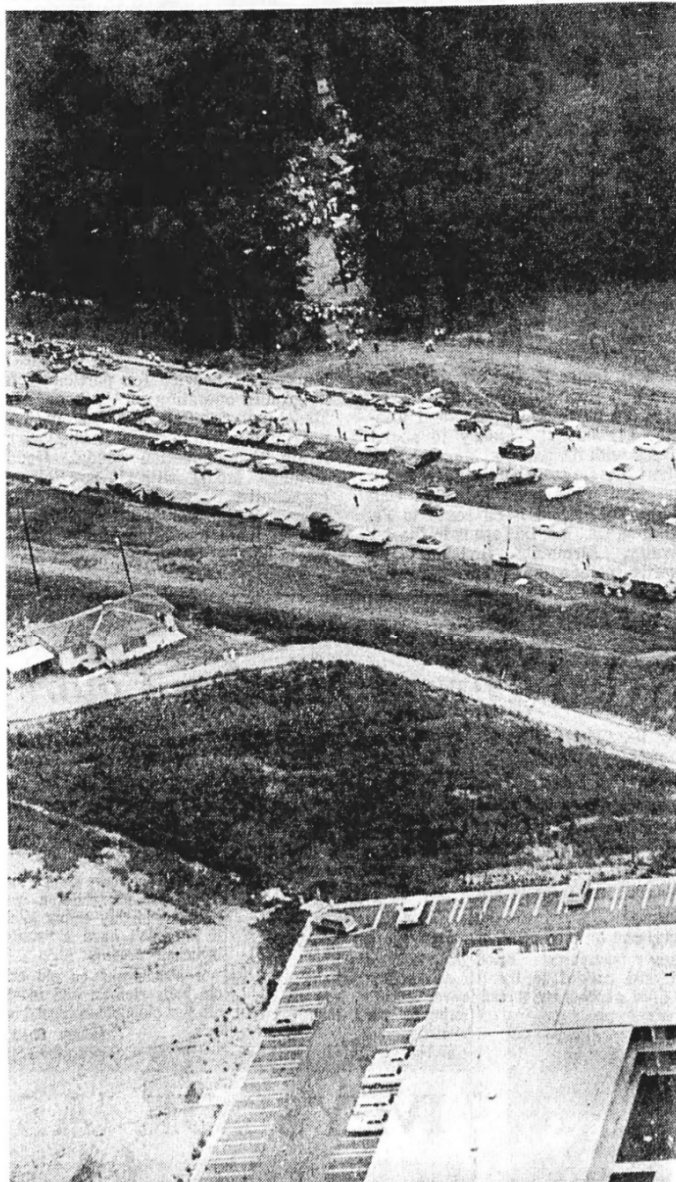
The impact area was about a half-mile out the shady road — but was within throwing distance of Interstate 26. Fortunately for police and rescue workers a high wire fence was between the crash site and thousands of

people who packed four to eight deep along it.

Police, rescue squads, fire departments and other emergency workers came from towns and communities all over Western North Carolina to assist in the work.

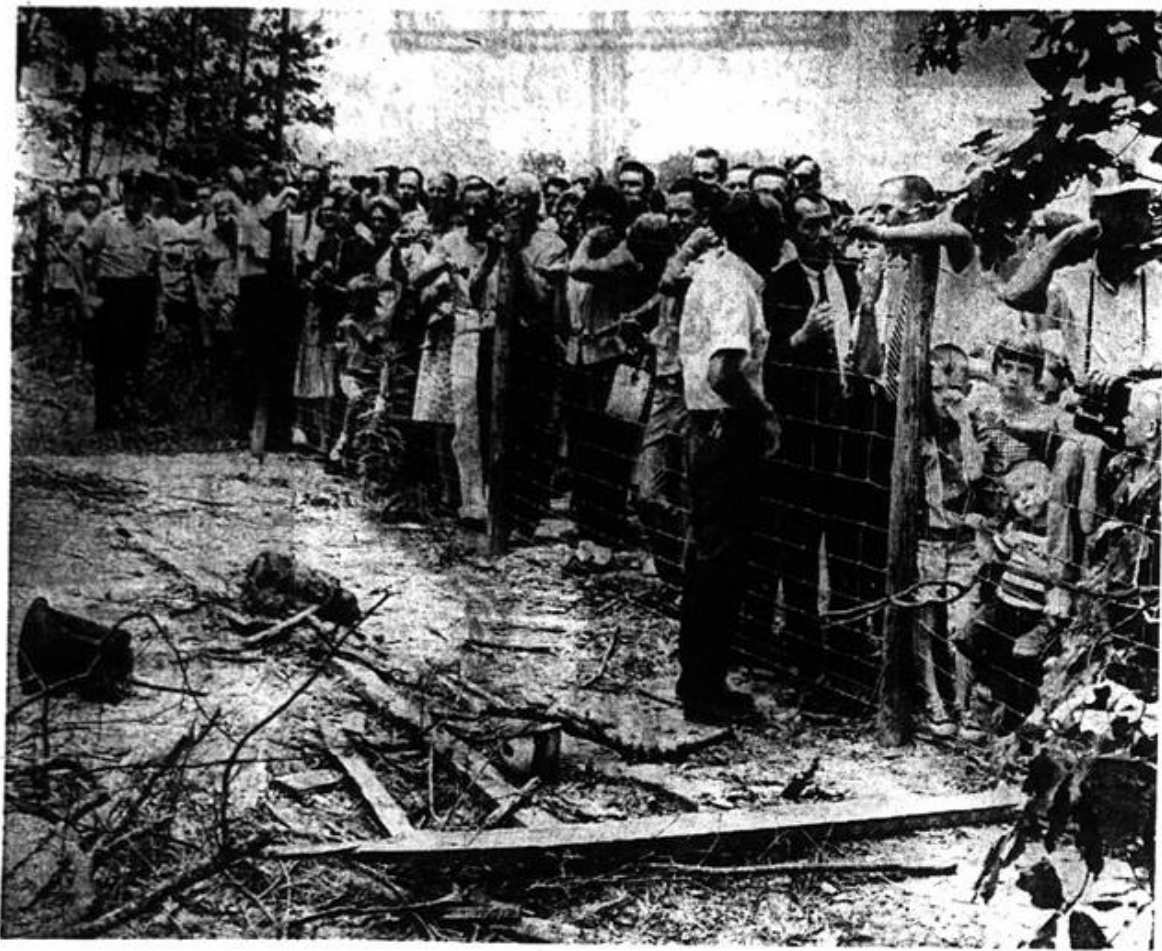
The American Red Cross set up several comfort wagons, dispensing coffee and sandwiches to the workers.

Sirens wailed along all highways and the quiet residential streets, and after a while the carnival atmosphere was gone and there was only the quiet, humbling knowledge that some 80 people had died above and in a drowsy tourist resort area.



AERIAL VIEW with roof of Holiday Inn in foreground. (AP Photo by Perry Aycock)

July 20, 1967 Citizen, Page 8



A FENCE BLOCKED the hundreds who passed by. (Staff Photo by June Glenn Jr.)

July 20, 1967 *Citizen*, Page 8

Anxious Hours For Parents

Parents of scores of children who were en route to a summer camp near Hendersonville from points throughout the East had several anxious hours Wednesday after the crash of a Piedmont Airlines jet airliner.

The youngsters were en route to the Blue Star Camps, located 6 1-2 miles from Hendersonville on Kanuga Road.

Three of the children flew to Asheville from Atlanta aboard Flight 22, but were no longer on board when the plane went down in a collision with a smaller plane shortly after leaving the Asheville Airport.

Thirty-seven other youngsters, from various Florida cities, flew into Asheville on a piston plane, Flight 1022, which Piedmont added to Flight 22 to accommodate the youngsters.

That plane landed safely shortly after noon and the children were taken to the camp, along with the three from Flight 22, unaware of any tragedy.

Blue Star Camps, located on a 500-acre tract, are operated by Herman and Harry Popkin. It has facilities for 850 and a staff of 300.

"We've been on the phone for three hours phoning all our parents," Herman Popkin said about 7 p. m.

He explained that about 250 children were due to fly in yesterday from several eastern states for the camp's second session. Another 150 or so were arriving by ground transportation. About 400 had gone home Monday at the end of the first session, Popkin said, and about 400 others who had been here for the first session remained

for the second four weeks.

Popkin said parents of all children on flights within a three-hour radius of Flight 22 were called by staff members here and by representatives in other cities such as Cincinnati and Miami.

Popkin said the accident had not disturbed the children.

"They don't know anything about it," he said. "The parents are the ones who were caused anguish."

Popkin said one group originally had been scheduled to come from Washington by train, but were re-scheduled to fly after the railroads were hit by a weekend strike.

After the crash Wednesday, he said, the group was re-scheduled to travel by train, and is now due to arrive Thursday morning.

July 20, 1967 *Citizen*, Page 11

Horror Of Plane Crash Is Told

HENDERSONVILLE — "I looked up and I saw the jet plane twisting in the air. Then I saw this body come falling through the roof of Mr. Kuykendall's house."

This was the terror that greeted Earl Stepp, a carpenter, of 136 Orr Camp Road just outside Hendersonville as he worked in his yard Wednesday.

These views of falling bodies and a crippled Piedmont airliner vainly circling to make an emergency landing on Interstate 26 greeted scores of witnesses to the mid-air collision of a commercial airliner and a private plane.

Stepp witnessed the body of an airliner victim, a woman he estimated to be in her late thirties, plummet through the roof of the brick home of Mr. and Mrs. William R. Kuykendall at 303 Orr Camp Rd.

The Kuykendalls were not at home, according to Mrs. Kuykendall's daughter, Mrs. Daisy Johnson of Laurel Park in Hendersonville. They were vacationing at Windy Hill Beach in South Carolina.

After he saw the body fall, said Stepp, "I got my sons

inside my house and I came on over to see if anyone was injured. The dead body had fallen into the living room. I reported it to the Henderson County sheriff and he told me to go back and keep everyone away from the house.

"The dead woman looked to be in her late thirties. Approximately one-third of her body was missing — the lower part."

Thomas Conner, 39, a medical technologist at Pardee Hospital in Hendersonville, was in the yard of his home about a half mile from the crash scene near the intersection of I-26 and Highway 64.

He was digging a swimming pool.

His son, Alden, 12, was in the yard with him and called out, "Daddy, look, those planes are going to crash!"

As Conner saw it: "The big plane (the Piedmont airliner) was climbing. The smaller plane (a twin-engine Cessna 310) came in and hit to the left of the front of the airliner. There was an explosion. The big plane tried to circle around and level off to get over Interstate 26 (which is about 200 feet from the crash scene.) The big plane made three or four complete circles trying to get leveled off. It had locked with the smaller plane. There was a second explosion and the big plane came in nose down. It took me five minutes to get to the crash site in my jeepster.

"There was no sign of life. I circled the area twice to see if there were any live bodies. There were none. It was just a flaming mess."

Conner is a member of the Henderson County Rescue Squad.

The crash, he said, recalled his World War II days on the aircraft carrier Kearsarge.

Darryl Michleson, 16, of Coral Gables, Fla., who was working at his parents' summer camp, Camp Pinewood, and his brother, David Michelson, 20, a student at the University of Miami, witnessed the crash from a rifle range about 50 yards from the crash scene, which occurred on Camp Pinewood property.

Said Darryl: "I was sitting

with my brother in a shelter on the rifle range. We heard the burst. We ran out to see what happened. I looked at the sky and it was right above us.

"All I could see were wings and the fuselage (of the airliner). We ran into some woods just holding on to each other. My shoes were coming off. I left them in the woods. I could feel the heat (from the explosion and flames) on my back. I just know I was running for my life. It looked like it was right on top of me and it was falling."

David said: "I heard an explosion. I ran outside and I saw what seemed to be a plane which had split in half. It was coming down. I would say it was at an altitude of 800 to 1,000 feet. As the plane came down, I saw smoke coming from it. It looked like it had opened up at the front of the fuselage.

"While we were running, I turned around to look back. There was a huge explosion as it hit the ground, and fire billowed out. We started running again. We heard debris flying all over the place. I didn't get hit by any debris. I just got scratched up from running through the thorns. Later we saw bodies scattered all around. There were a couple on the interstate, we were told."

Laurens Irby

The Asheville-Citizen 11
Thurs., July 20, 1967

400 Search Crash Area For Victims

HENDERSONVILLE, N. C. (AP) — Rescue and cleanup operations presented Henderson County officials a mammoth chore Wednesday after the crash of a Piedmont Airlines jet and a smaller plane, taking 82 lives.

The job of finding the bodies of victims and cleaning up the wreckage was under the command of Lt. K. B. Kuykendall of the North Carolina Highway Patrol, aided by Henderson County Sheriff James L. Kilpatrick.

More than 400 rescue workers were assigned the task of searching for bodies over a wide area.

The work force included 70 National Guardsmen, members of Company B, 1st Battalion, 120th Infantry of North Carolina's "Old Hickory" Division.

The National Guard armory and the high school gym in Hendersonville were taken over for use as morgues.

Members of the Buncombe County Ministerial Association, hearing of the disaster, had also reported to local hospitals to be available if there had been any survivors brought to Asheville.

St. Joseph's Hospital in Asheville moved to disaster alert, and personnel in all departments which would have been needed to work with survivors or with their families were ready.

The American Red Cross set up facilities to handle inquiries from relatives of victims.

Two disaster vans and 10 rescue workers were sent in from Asheville. They brought along 60 pints of blood in case it was needed.

Among the things the searchers hoped to find were the plane's flight and voice recorders. These instruments record flight conditions and any comments from the crew.

On the scene late in the day was an investigating team from the National Transportation Board. It is headed by Former Gov. John H. Reed of Maine and includes 14 agents.

According to the Asheville Fire Department's Master Logbook, their involvement at the crash was minimal. Engine 15 (1958 American LaFrance) was dispatched at 1:15 with Lieutenant Holly Pat Oxner (later District Commander 1 of C-shift) in charge. They travelled some 28 miles before reaching the scene, and documented using 20 gallons of water (unspecified on what), possibly so small because of a lack of hydrants and/or a water supply from which to draft, or the probable large amount of firefighting equipment already present, and possibly because of the lack of interchangeability of hose threads. They returned to their station at 3:48 PM. There is no record of which size hose they used, or that they used other equipment. A newspaper report says Belton, SC Fire Department, some seventy-five miles from the scene, responded.

Emergency Medical Service was in its infancy. One-to-two years earlier, most local funeral homes stopped providing "ambulance service," and governmental agencies were operating in new territory, providing what had been a privately-funded enterprise as a taxpayer-supported obligation.

Henderson County relied on four station wagon-type ambulances, and although the crash of these airplanes killed all aboard, multiple vehicles were needed to transport the dead to Hendersonville's National Guard Armory and two refrigerated trailers, used as a morgue, for examination, autopsies, identification, and transfer to funeral homes.

Of course, initially, ambulances were sent from wherever they could be found, in hopes of transporting survivors – West Funeral Home in Weaverville sent at least two. Fire departments at that time were not typically equipped with vehicles suitable for patient transport. While rescue squads provided some ambulance service, most were concerned with transporting equipment needed for extrication, water emergencies, climbing incidents and such, and all lacked the resources to transport the dead on such a large scale.



DAVE C. SALLEY



MRS. BEULAH LANCE



MARTIN SHULER

Passenger List

WINSTON-SALEM, N.C. (AP) — Piedmont Airlines released the following list of passengers who were aboard its jet which crashed near Hendersonville, N.C., Wednesday:

1. Mr. J. M. Chidsey, Rome, Ga.
2. Mr. Ennis Parker, Griffin, Ga.
3. Mr. and Mrs. P. R. Brown, Lexington, Va.
4. Mr. W. Boone, Roanoke, Va.
5. Mr. J. Farmer, Roanoke, Va.
6. Mr. R. Little, Roanoke, Va.
7. Mr. C. Geiger, Albany, Ga.
8. Mr. B. MacKendree, Albany, Ga.
9. Mr. G. Lewis, Albany, Ga.
10. Mr. T. R. Bolton, Huntsville, Ala.
11. Mr. John Price, Athens, Ga.
12. Mr. D. Hutchinson Sr., Columbus, Miss.
13. Mr. D. Hutchinson Jr., Columbus, Miss.
14. Mr. C. L. Hutcherson, Columbus, Miss.
15. Mr. W. Simpson, Tusculoosa, Ala.
16. Mr. J. W. Segars, Mobile, Ala.
17. Mr. C. P. Hardee, Jacksonville, Fla.
18. Mr. T. W. Holt, Jacksonville, Fla.
19. Mr. R. J. Ward, Tampa, Fla.
20. Mr. Edward Green, Lakeland, Fla.
21. Mrs. Edward Green, Lakeland, Fla.
22. Mr. R. W. Stephens, Tampa, Fla.
23. Mr. Gus Jimenez, Tampa, Fla.
24. Mr. Stewart, Memphis, Tenn.
25. Mr. T. C. White, Memphis, Tenn.
26. Mr. L. O. Philliber, Dallas, Tex.

27. Mr. V. L. Patterson, Dallas, Tex.
28. Mr. R. M. Laughlin, Dallas, Tex.
29. Mr. A. Morgan, Birmingham, Ala.
30. Lt. Cmdr. R. Williamson, Los Angeles, Calif.
31. Mrs. E. W. Ford, New Orleans, La.
32. Mr. D. F. Vaughn, Savannah, Ga.
33. Mrs. D. F. Vaughn, Savannah, Ga.
34. M. M. Daye, Miami, Fla.
35. Mrs. P. Freeman, Birmingham, Ala.
36. Mr. J. Berman, Lexington, Miss.
37. Mrs. W. Love, Jackson, Miss.
38. L. Love, Jackson, Miss.
39. E. Love, Jackson, Miss.
40. W. Love, Jackson, Miss.
41. Mr. M. Feingerts, New Orleans, La.
42. Miss S. Tergeon, Houston, Tex.
43. Mrs. D. Tergeon, Houston, Tex.
44. Mr. B. Lambert, Wichita, Kan.
45. Mr. J. Cutliff, Wichita, Kan.
46. Mr. Don Benson, Oklahoma City, Okla.
47. Mr. Carl Gilmore, Oklahoma City, Okla.
48. Mr. J. L. Leffel, Bluefield, Va.
49. Mr. W. Benham, Albuquerque, N.M.
50. Mr. W. L. Blackman, Los Angeles, Calif.
51. Mr. W. J. Kerwin, Washington, D.C.
52. Miss Glenna Hahlbeck, Mt. Rainier, Md.
53. Mr. G. E. Bubbs, Hendersonville, N.C.
54. Mr. Kiessling, Hendersonville, N.C.
55. Martin Shuler, Candler, N.C.

56. Mrs. B. Lance, Candler, N.C.
 57. Mr. John T. McNaughton, Washington, D.C.
 58. Mrs. John T. McNaughton, Washington, D.C.
 59. Theodore McNaughton, Washington, D.C.
 60. Mr. Dave Salley, Asheville, N.C.
 61. Mrs. J. A. Williamson, San Francisco, Calif.
 62. John Williamson, San Francisco, Calif.
 63. Lee Williamson, San Francisco, Calif.
 64. Mr. Roger Lambert, no address.
 65. Miss C. Green, Granville, Ohio.
 66. Mr. P. B. Mayo, Langley, Va.
 67. Miss J. Bellow, Tanglewood, Calif.
 68. Dr. W. F. Doerner, Cumberland, Md.
 69. Mr. Kirby Rector, Clyde, N.C.
 70. Mrs. Moore, Huntington, W. Va.
 71. Stephanie Moore, Gastonia, N.C.
 72. Amy Moore, Gastonia, N.C.
 73. Jeorgina Basurto, no address.
 74. Capt. R. F. Schulte, pilot, Norfolk, Va., and Winston-Salem, N.C.
 75. T. C. Conrad, first officer, Winston-Salem, N.C.
 76. L. C. Wilson, flight engineer, recently from Norfolk, Va.
 77. Miss Sandra Kay Cox, hostess, High Point, N.C.
 78. Miss Debbie Davis, hostess, Yadkinville, N.C.
- Listed as passengers on the light plane, a Cessna 310, involved in the crash, were:
1. Ralph Reynolds, about 49, Springfield, Mo.
 2. Robert E. Anderson, about 42, Springfield, Mo.
 3. Dave Addison, about 40, pilot, Lebanon, Mo.



Phone Cable Is Severed

Wreckage from the ill-fated Piedmont jet airliner severed a 900-pair Southern Bell cable near Hendersonville Wednesday, putting 700 telephones out of service. Emergency crews were rushed to the break, but officials kept the workmen away from the scene for several hours, George

Tisdale, district manager in Asheville said. Southern Bell crews installed emergency telephone service at the crash scene and also at the National Guard Armory, which was used as a temporary morgue. (Staff Photo by June Glenn Jr.)

July 20, 1967 Citizen, Page 52



THE TWISTED CABIN of Piedmont Airlines' Flight 22. (Staff Photo by June Glenn Jr.)

July 20, 1967 *Citizen*, Page 52

Asheville's then-Assistant Police Chief, Gene Jarvis, is at right, in suit & glasses.

Hundreds Watched As Planes Crashed

EDITOR'S NOTE: Times Reporter Bill Mebane was among the first newsmen at the scene of the Hendersonville plane crash. One of his accounts follows.

* * *

HENDERSONVILLE — There must have been hundreds of witnesses to the final horrible moments of Flight 22. The plane was well-observed because it was over a well-populated section where it was dealt its death - blow and because jet airliners are still a novelty in Western North Carolina.

The 100-unit Holiday Inn Motel, standing on a plateau above the cut where the interstate highway bores north and south, afforded people there a dramatically close view of the liner's plunge to the patch of woods on the other side of the highway.

Yates Pearson, 29, operator of a Shell service station at the intersection of I-26 and U. S. 64 was accustomed to looking up as the big jets rumbled over on a north-south course toward the Asheville airport.

"I was watching him come across," said Pearson. "I said, 'There goes that big plane again.' It looked like he was going straight up 26 when all of a sudden it just exploded out of the front end. I thought somebody had planted a bomb in it."

Pearson said he saw pieces of metal raining down from the plane — about the size of seats — and the plane "came straight down."

Pearson said he heard one explosion, but didn't see any other plane, fire or smoke until the plane hit the ground.

Clarence Hyder, a sign painter who lives near Horse Shoe, said he was in Hendersonville with a cousin and from their car they saw the plane heading north.

Hyder said he saw the smaller plane hit the airliner on the right side near the wing.

"It looked like he stuck to the bottom of it," he said. "It didn't seem like it moved the big plane at all."

Then Hyder said he heard an explosion "about a second later" and saw the liner begin to fall.

"It looked like he was trying to straighten up" before the craft fell to earth, Hyder declared.

He said he and his cousin drove out Highway 64 toward the spot where they could see the smoke rising and got there within a few minutes.

There were two more loud explosions from the wreckage after they got there, he said.

The plane fell directly across a large telephone cable, cutting off telephone service over a wide area.

Hyder said the planes were still together as they fell.

Thomas A. Conner, 39, who lives close to Highway 64 several yards east of the motel, said he was in his front yard with his 12-year-old son, Alden, digging a pool.

His son looked up as the plane came over, Conner said, and said "Look, Daddy that little plane is gonna hit it."

Conner said he could "see the little plane coming up under the big one."

After the collision, he said, the jet made a "clockwise swirl like he was trying to make the interstate, and he was about leveled out when he hit."

Joe Britt, 24, of Hendersonville, manager of the Holiday Inn Motel, said he was in Hendersonville at a service station when he heard a boom, looked

up and saw the airliner split apart. Britt said he observed "a big ball of fire." He said he saw two separate parts of the plane fall.

His wife, 21, was standing in a breezeway at the motel when she heard "what sounded like a sonic boom."

She ran out and looked up, she said, and saw the plane "pretty

low — maybe two or three times the height of the trees. She said the part that fell near the motel seemed to be only the front half of the plane.

"It looked real odd," she said. "It was all messed up. One wing was sticking out and one was up. It didn't look big enough to be an airliner."

— Bill Mebane

July 20, 1967 *Citizen*, Page 52

Identification Process Tedious

HENDERSONVILLE — Eleven bodies out of 82 victims of a mid-air collision near here had been positively identified more than 24 hours after the tragedy, it was announced Thursday.

The slowness of the identification process pointed up how badly mangled, charred and disfigured the victims had been.

Charles Jackson, Henderson County coroner said a special FBI team sent here from Washington had pinned down positive identities of two of the victims by their fingerprints.

Other positive identifications were made by next-of-kin. The National Guard Armory in Hendersonville has been converted into a temporary morgue.

There were these other developments in the aftermath of the collision of a Piedmont Airlines tri-jet, which had just taken off from Asheville Airport, and a twin-engine Cessna 310, arriving here from Charlotte:

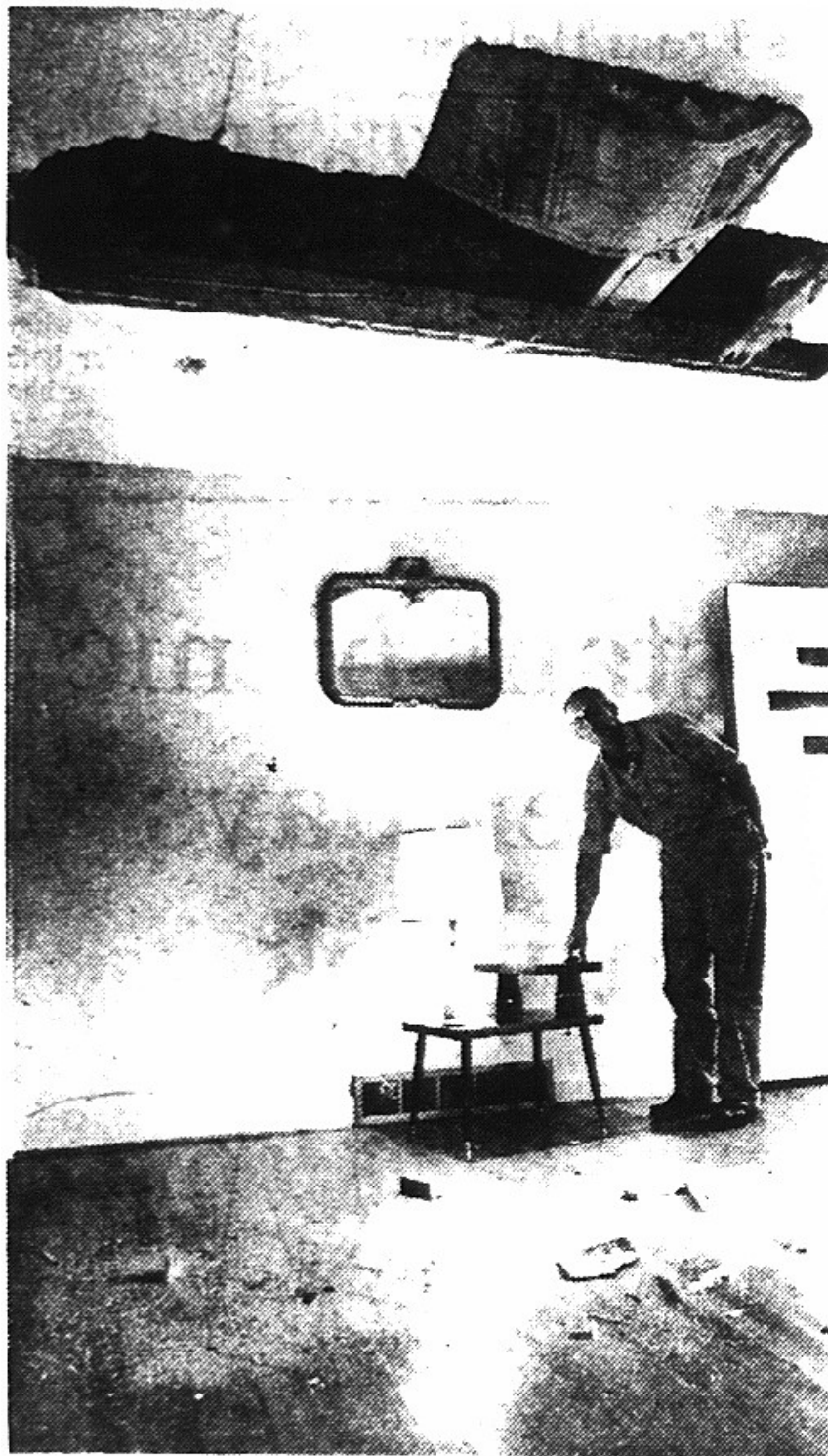
— A search of the partly wooded area and surrounding suburban section would continue until it's certain all victims have been located.

— A 17-man team of investigators from the National Transportation Safety Board, who arrived from Washington Wednesday, were to lease a warehouse where parts of the plane wreckage will be stored. No decision had been made by late Thursday as to whether the wreckage will be reassembled to better show the point of impact between the two planes.

— The investigating team has called in experts from a variety of other agencies such as the Federal Aviation Administration and the Aircrafts Controllers Assn. to study aspects of the crash. All told, 69 persons are serving on and with the investigation team.

— The voice recorder and flight recorder on the downed Piedmont jet, a Boeing 727, were dispatched Wednesday night to the laboratory of the National Transportation Safety Board in Washington.

—The tragedy apparently had no immediate effect in slowing passenger business at Asheville Airport, according to Kenneth G. Dacy, city director of aviation. He said the airport was "crowded" Thursday including young summer campers coming and going.



Where Body Fell

William R. Kuykendall looked up to a hole in his living room ceiling where the body of a woman crashed through the roof and into the room after a collision of an airliner and a private plane Wednesday near Hendersonville. (AP Wirephoto)

According to Norman Pruitt, a worker at the crash scene, the house mentioned in the above article stood on the present-day site of Shuler Funeral Home.

July 21, 1967 *Citizen*, Page 1



Partners In Death Dive

Carried to earth in a smoking dive by the jetliner it struck in midair Wednesday, the forward part of a Cessna Pacemaker airplane lies jammed between trees at the death scene. Three Missouri businessmen died in the smaller plane, whose pilot was described as a 2,500-hour

flight veteran. The two aircraft were seen to collide and the impact apparently tangled them into a single piece of wreckage. In the background, rescue squads probed for bodies in the ruins of the airliner, under the direction of Police Chief A. V. Edwards of Hendersonville.

July 21, 1967 *Citizen*, Page 1

Victims' WNC Ties Revealed

Names of victims of Wednesday's Hendersonville airline disaster who had Western North Carolina connections continued to come to light Thursday, as authorities and survivors struggled with identification of the 82 destroyed bodies.

G. E. Bubb, listed as victim No. 53 by Piedmont Airlines, was a 62-year-old DuPont Corporation construction official from Hendersonville who was on his way to the company's home office in Wilmington, Del.

He was chief construction engineer at the plant at Brevard, and had been with the company 37 years, in Texas, Virginia, and Kentucky.

Victim No. 54, listed only as Mr. Kiessling of Hendersonville, was Herbert Kiessling, 77, a summer resident from Sarasota, Fla., who had been coming here for the past 10 years. He lived at 1805 Brevard Road. He was en route to Massachusetts to visit relatives.

Victim No. 55, Martin Shuler of Enka was the 14-year-old grandson of Mrs. Beulah Lance, victim No. 56, of Candler, who was taking him to Washington just for the trip. The boy, according to relatives, had chosen the jet flight as the mode of travel.

Martin was the son of Mr. and Mrs. C. L. Shuler of Enka.

Victim No. 60, Dave C. Salley

—Turn To Page Six

July 21, 1967 *Citizen*, Page 1

Victims' WNC Ties Revealed

—Continued From Page One

of Asheville, had several relatives in Hendersonville and Saluda, in addition to Asheville. He was an engineering official of the American Enka Corp.

Victim No. 52, listed as Miss Glenna Hahlbeck of Mt. Rainier, Md., was learned to be the 11-year-old granddaughter of Mr. and Mrs. C. S. Buchanan of Dillsboro, and the niece of Mrs. Lyman Montieth Jr. also of Dillsboro.

Mrs. Montieth had taken her to the airport to return to Maryland. Glenna's mother, the former Lillian Buchanan is an employee of the Air Transport Association.

Also killed were a retired plumbing company official who formerly had lived here 35 years, a San Francisco mother and her two sons who were visiting relatives here, and a Maryland physician who had attended the funeral of his wife's grandfather in Franklin.

Bubb is survived by the widow, Thelma; a daughter, Miss Susan Bubb, a student at King's College in Charlotte; and three sisters, Miss Carolyn Bubb and Mrs. Alice McQuillan of Westville, N.J., and Mrs. Florence Harvey of National Park, N. J.

A Clyde man killed in the

crash was M. Sgt. Kirby Rector of the U.S. Air Force, stationed at Ft. Meade, Md.

He and his girl friend, whose identity was not immediately known, were visiting his parents, Mr. and Mrs. Bill Rector of the Fines Creek section.

The parents learned of the disaster at the airport after seeing the couple leave.

Mr. Salley, a first cousin of E. M. Salley Jr., Buncombe County purchasing agent, was a native of Saluda. He had been employed by Enka since 1947 when he was graduated from Clemson University with a bachelor of science degree in mechanical engineering.

William J. Kerwin of Bethesda, Md., one of the victims, had been a convention speaker here the day before his death.

Mr. Kerwin, executive vice president of the National League of Insured Savings Association, Washington addressed the North Carolina Savings and Loan League.

A friend here said he originally had planned to leave at 3 p.m., Wednesday, but took the ill-fated jet flight when he was able to change his reservation.

One of the victims, P. B. Mayo, about 85, was for many years manager of Hajoca Corp., a plumbing supply firm, of Biltmore.

Mayo had been visiting in the home of Dr. and Mrs. I. H. Archer, 319 Lakewood Drive, who drove him to the airport and saw him off on the flight.

Mrs. John Williamson II of San Francisco, and her two sons, John A. Williamson III and Lee Williamson, 10 and eight, were among the victims.

They had visited Mrs. Williamson's parents-in-law, and the boy's grandparents, Mr. and Mrs. John A. Williamson Sr. of 11 Brookside Road.

Dr. W. F. Doerner, 46, son-in-law of Mr. and Mrs. Ted Reber of Franklin, was a victim.

July 21, 1967 Citizen, Page 6

Calamity Chooses A Nearby Site

Death by accident is always tragic. And when 82 people die in a plane crash close to home, the impact is even more grievous.

It is futile to speculate why the small private plane, which collided with a jet airliner leaving the Asheville Airport, was several miles off course . . . or why it failed to check with the local control tower; these are details for the official investigators. It is enough to know that all the passengers were killed in the subsequent explosion and crash—79 in the airliner; three in the private craft.

It was the worst accident in North Carolina records; the first such fatal crash here since the opening of the new Asheville airport in 1961.

Several of the passengers were residents of Western North Carolina or had close ties in the area. The sense of shock—the feeling of loss—was nationwide.

Congressional spokesmen renewed demands for tighter controls over the operation of private planes in the vicinity of municipal airports, and certainly safeguards are indicated. Here was an accident that should not have happened—and yet it did. We share the resulting sorrow.

July 21, 1967 *Citizen*, Page 4



Director On The Scene

Former governor of Maine, John H. Reed, right, director of the new national Transportation Safety Board, talked with a deputy sheriff at the scene of

Wednesday's air crash. Deputy Ernest Hollingsworth said he was the first law officer on the scene after the crash. (AP Wirephoto)

Senator Says Jet Crash Was Avoidable

WASHINGTON (AP) — Sen. Howard H. Baker Jr., R-Tenn., said Thursday he believes that a plane crash Wednesday near Hendersonville, N. C., in which 82 persons died could have been avoided.

"I make no charges of allegations against the crews of either plane, traffic control or tower control," Baker said in a statement. "I simply say the accident could have been avoided.

"I am certain that in the scope of the exotic control facilities available to the industry, that mid-air collisions can be severely reduced or eliminated."

Baker, himself a pilot, noted that the Asheville approach and departure control are not yet equipped with radar. It is time to provide the devices that will give positive control of crowded air spaces, he said.

July 21, 1967 *Citizen*, Page 6

Stokely Calls Air Tragedy 'Great Loss'

INDIANAPOLIS, Ind. (AP) — The president of Stokely Van-Camp said Thursday the loss of **30 independent food brokers** who handled the food company's products will prove disruptive.

Alfred Stokely referred to the crash of a commercial airliner and a private plane Wednesday near Hendersonville, N.C., which claimed 82 lives, including the foodbrokers from across the country.

"Its a great personal loss. Some of these brokers were father and son teams that have handled the company's line," the president said.

"It will be disruptive but we're confident the customers will understand this loss. We have a good organization and hope over the long term to work out this problem."

Piedmont Pilot Flew A Zero; Nobody Noticed

An Asheville attorney who served as a naval aviator in World War II with Capt. R. F. Schulte of Norfolk, the dead captian of the Piedmont Airlines plane which went down Wednesday over Hendersonville, remembers a wartime incident which the flyer loved to tell.

Henry C. Fisher remembers that a Japanese Zero was shot down in the cold waters of the Aleutians, and was recovered some weeks later.

Curiously, some substance had been spread upon the under side of the plane which prevented salt-water corosion. The Defense Department was anxious to analyze the substance.

The Zero was in good condition, and was shipped to San Diego for cleaning up. Schulte was assigned to fly the plane east to Spartanburg, S. C.

Schulte recalled often that he flew an enemy plane, red "meatball" emblem shining, into several military air bases along the way—and was never challenged, nor for the most part, noticed.

After that, Fisher said, Schulte was a bit leery of this nation's claim of internal security.

Services Set In Haywood For Crash Victim

CLYDE — Services for Sp.5 Kirby P. Rector, 24, who was killed Wednesday when a Piedmont Airlines plane crashed in Henderson County, will be held at 2 p. m. Saturday in Pine Grove Methodist Church in the Fines Creek Section.

Full military rites will be conducted by a troop detachment from Ft. Gordon, Ga., including pallbearers and an officiating chaplain.

Burial will be in Crawford Memorial Gardens at Clyde.

Rector had been spending a 10 day leave from Ft. Meade, Md. with his parents, Mr. and Mrs. Billy T. Rector of Rt. 3. They had watched him depart in the plane from Asheville Airport.

In West Asheville they heard on the car radio that the plane had crashed. The parents immediately returned to the airport.

Other survivors include one sister, Mrs. Linda Ring of Newport News, Va.; the paternal grandparents, Mr. and Mrs. G. G. Rector of Rt. 3.

The body will remain at Crawford Funeral Home in Waynesville until the hour of the service. The family will receive friends from 7 to 9 p. m. Friday in the funeral home.

It Was A Busy Afternoon, Night For Citizen-Times Staff

C. C. Collins was mowing the lawn of his home near the intersection of Interstate 26 and U. S. 64 when he looked up and saw the jetliner fall from the sky.

His first thought was that this was something his son Bob, wire editor of The Asheville Times, should know about, so he dashed into the house to the telephone.

Bob Collins was off sick Wednesday, but his father's call to the newsroom put the Citizen-Times news staff to work on one of the biggest stories in the newspapers' long history within two or three minutes after it happened.

Times Reporters Bill Mebane was immediately sent to the scene, along with Photographers June Glenn Jr. and Ewart Ball III.

Executive Editor Richard B. Wynne, who assumed the job of coordinating the story, also assigned Citizen reporters Laurens Irby and Lewis Green to the story.

Gertrude Ramsey of the Women's Department was sent to Memorial Mission Hospital to report on injured victims who might be brought in. None ever came.

Office personnel began making phone calls to the Asheville Airport, to the State Highway Patrol and to others who might be able to answer those vital questions: What kind of plane was it? How many were aboard? Were there survivors?

It took a while for the impact of the story to sink in. News-men don't like stories of tragedy any more than the rescue workers, law enforcement of-

ficers and others involved. Covering them is simply a job that has to be done.

"All of us were somewhat shocked when we learned that there were more than 70 people aboard," Wynne said. "It took us some time to get over that."

Mebane sped to the scene, admittedly a little faster than the law allows, his headlights burning as is his practice when traveling at high speed. He forgot to turn them off when he arrived at the crash, and two hours later returned to find his car battery dead.

But he got the story, and with the cooperation of the Buncombe County Sheriff's Department, got it back to the office.

The crash had knocked out phones in the area, so Mebane relayed his reports from sheriff's department cars to the dispatchers' office in the Courthouse, which in turn phoned them to The Times.

Chief Deputy Gray Burleson helped on the sending end. In the office, Mrs. Barbara Holcombe operated the radio and talked with Mebane and Mrs. Betty Sawyer took the reports in shorthand. Mrs. Holcombe in turn relayed the information to reporter Jim Crawford who put the story together, rewriting and fitting in bits of information coming in from other sources.

The Western Carolina Tribune of Hendersonville, made available a picture of the crash made just a few minutes after the jetliner and the small plane with which it collided went down.

Photographers Glenn and Ball were on the scene within a short time after the crash and shot a magnificent collection of pictures which were used in the

Thursday morning Citizen and Thursday's Times, but the Tribune's picture arrived earlier and in time for Wednesday's Times.

By 2:50 p.m., a little later than normal, the presses were running on a rarity in modern newspaper publishing, an "Extra," which was delivered to subscribers who normally get the "Home" edition, as well as being sold at special points in Asheville and adjacent cities such as Hendersonville, Brevard and Black Mountain. The press run was increased by approximately 6,000 to take care of the demands for news of the crash.

Missing from the edition was a picture of John T. McNaughton, who was to have become Secretary of the Navy on Aug. 1, and his family having breakfast at Biltmore Forest Country Club.

Glenn had made the picture and reporter Bruce Gourlay had interviewed the McNaughtons Wednesday morning prior to his scheduled departure for Washington.

It had been planned as a picture and story of a well-known personality visiting Asheville. When the plane went down it was feared that the McNaughtons were on it, ruling out routine presentation of the story and photo. Confirmation that they were among the victims came too late to include the picture along with the crash coverage.

The picture appeared in The Citizen Thursday morning. It was also transmitted to The Associated Press and got widespread use in newspapers and on television throughout the country. Gourlay's story of his in-

terview, also in Thursday's Citizen, got nationwide distribution via the AP. Several crash pictures by Citizen-Times photographers also were sent out over AP wires.

With The Times' "Extra" out of the way, Executive Editor Wynne set the wheels in motion for covering the story for Thursday's Citizen and getting the many details that time had not permitted to be learned for the afternoon paper.

Especially nagging was the question of how many Asheville area people were on the plane. Early reports said 52 boarded here. Tragic as the story was, it would have been even more so to Asheville if the victims were relatives, friends and acquaintances of those who live here.

But Piedmont Airlines held up release of the passenger list, citing company policy and federal regulations.

Calls poured into the newsroom, as they did to many other agencies in the area, from those in distant cities with relatives flying in this area, and from newspapers, wire services and radio stations seeking details.

An effort was made to answer all questions, but at mid-afternoon, there wasn't much to tell.

In planning for The Citizen, Wynne conferred briefly with Managing Editor Nat Osborne and Wire Editor Bob Satterwhite, who had major responsibility for putting together the news report for the big 56-page issue.

Reporter Irby was assigned to the main story, and reporters Mebane and Green were told to stay on the scene to do supporting articles. The Times'

Jim Crawford was sent to the airport to try to get the passenger list. He remained there until early evening, when the list was released in Winston-Salem, Piedmont's headquarters.

Photographers Glenn and Ball brought in their pictures and Bert Shipman was sent out to get follow-up photos.

In the office, Associate Editor Luther Thigpen and reporter Gourlay were assigned to work with Crawford in assembling the list of victims and tracking down any local connections.

Telephone calls from friends of the victims helped in establishing local ties, so that even before the passenger list was officially released, the newsroom knew who most of the Western North Carolina victims were.

A rumor persisted throughout the afternoon that the dead included many children who were leaving from summer camps, in the area.

Finally, the name Blue Star Camps came up in connection with the rumor, and a telephone call to co-owner and director Herman Popkin determined that all the children were safe. Many had flown in during the day, three from Atlanta on Flight 22, and parents of those en route were frantic until the camp contacted them and advised them all was well.

The Citizen - Times radio station, WWNC, had a report on the air from staffer Steve Morris, who lives in Hendersonville, within about 20 minutes of the crash.

News Director Malcolm

Reeves and staff members Larry Freeman and Jim Lorick also went to the crash site and called in reports.

Later Reeves made reports to the Columbia Broadcasting System which were used on the network's regular newscasts.

Station manager John Hicks said the station also fed about 40 reports to individual radio stations around the country, including one in Springfield, Mo., where the small craft's flight had originated.

WWNC broadcast the complete casualty list as released by Piedmont at 8:30 p.m. and again at 9:30 p.m.

Radio coverage continued through Bill Hancock's Night-watch show and through the evening until the station went off the air for the night.

As is usual in major story involving tragedy, reporters found plenty of people willing to tell what they had seen.

But, according to reporter Larry Irby, "Everybody just knew what was happening 10 feet from where he was standing and nobody had the whole picture."

It was not until he returned to the office and began telephoning various officials, and reports came in from other reporters, that the story started taking shape.

The Citizen devoted nearly 35 columns of space, including the entire front page, to pictures and stories.

The Times devoted over 20 columns Thursday to wrapping up the story. This included black and white photographs and a four-color picture on page one.

Air Board Studying Wreckage

By LAURENS IRBY

Citizen Staff Writer

HENDERSONVILLE — An assortment of trucks and a crane will begin moving wreckage of Wednesday's collision of a Piedmont Airlines jet and a private passenger plane Saturday, with an assist from area Boy Scouts.

The debris will be piled on a vacant lot near Interstate 26 at Hendersonville, according to Edward E. Slattery Jr., information officer for the National Transportation Safety Board, which is investigating the crash.

Slattery told a new conference that a three - dimensional reconstruction will be made of the jetliner's forward fuselage.

The purpose, Slattery said, will be to determine the angle of collision of the two aircraft, in which 82 persons died.

Information from the model will assist an investigation into the causes of the collision, which entered its second day Friday.

Slattery said a 63-member team of experts looking into the collision will be on the scene here for another 10 days.

Forty of the 82 victims have been positively identified by an FBI disaster team in conjunction with next of kin. Slattery said he anticipates identification of the remaining bodies will be completed by Monday.

The bodies of Navy Secretary-designate John T. McNaughton, his wife and son, who perished aboard the airliner have not yet been singled out.

Officials of the NTSB, headquartered at the Holiday Inn on

—Turn To Page Five

Wreckage To Be Rebuilt

—Continued From Page One

I-26, directly across from the crash scene, interviewed air traffic controllers from Asheville Airport nearly all day Friday. The witnesses included three air traffic controllers who were on duty at the time of the collision about noon Wednesday.

Asked about their testimony, Slattery said he could not disclose details, but that information given by the men coincided with recorded tapes made at the airport tower of radio transmissions between the tower, the Piedmont airliner, the private plane, which was a Sessna 310 twin-engine craft.

Slattery complained that "souvenir hunters" were walking off with valuable pieces of wreckage.

"Our men have gone in and identified a part and tagged it, and come back an hour later and found it had been removed," Slattery said, "we're anxious to stop this because a number of these parts might be helpful to us in ascertaining the angle of collision."

Members of Company B, of the 1st Battalion, 120th Infantry, N. C. National Guard at Hendersonville, were standing watch over the crash site and also at the nearby National Guard Armory, which is serving off with valuable pieces of wreckage as a morgue for the victims.

An around-the-clock watch was being maintained by the guardsmen at both sites — twelve keeping out the curious at the crash scene and 20 guardsmen

handling traffic and assisting at the Armory.

Deputy Henderson County Coroner Charles Jackson pressed into service two refrigerated trucks to keep the bodies at the temporary morgue.

"We've been working day and night since this started," said Jackson, "and we're going to work straight on through until all the bodies are identified."

At the press conference, Slattery was asked whether the NTSB officials are considering the recommendation of a radar control system at Asheville Airport. The facility does not have radar at present.

Slattery replied that the investigators will have to determine first why the collision occurred before it can make any recommendation on safety measures.

"It's premature for us to comment on a recommendation at time," Slattery declared.

The wreckage-moving chore Saturday will be carried out by a local concern (not otherwise identified) which will supply flatbed trucks and a crane which has been moved into the wooded tract where the two planes plummeted to earth.

No definite date for a public hearing has yet been fixed into the collision but Slattery reiterated his belief that the hearing will take place in about eight weeks at Asheville.

THE ASHEVILLE CITIZEN, Saturday, July 22, 1967 5

Memorial Set For Trio Of Air Victims

Memorial services for Mrs Cynthia Farr Williamson, 34, John Alden Williamson III, 11, and Lee Farr Williamson, 9, wife and sons of John Alden Williamson Jr. of Los Altos, Calif. will be held Saturday at 4 p. m. in Second Presbyterian Church in Roanoke, Va.

Mrs. Williamson and her sons died in the Wednesday crash of Piedmont Airlines Flight 22 near Hendersonville.

Mrs. Williamson's survivors include her parents, Mr. and Mrs. John Farr of Roanoke, Va.; the husband, John A. Williamson of Los Altos, Calif.; a brother, John A. Farr Jr. of Anderson, Ind.; a sister, Mrs. Charles S. Luck of Richmond, Va.; and a daughter, Julia of the home.

The boys are survived by their father; a sister, Julia of the home; and the paternal grandparents, Mr. and Mrs. John A. Williamson Sr. of Asheville.

The family has requested that contributions be made to the Hill School, Pottstown, Pa. in lieu of flowers.

Morris-Hendon Funeral Home is in charge of Asheville arrangements. The bodies are being sent to J. M. Oakey Funeral Home in Roanoke for services.

July 22, 1967 *Citizen*, Page 3

David C. Salley

David C. Salley, 39, of 28 Oakwilde Dr., Oak Forest, died Wednesday in the crash of Piedmont Airlines Flight 22 near Hendersonville.

A native of Saluda, he was a 1947 graduate of Clemson University where he earned a bachelor of science degree in mechanical engineering.

He had been employed by American Enka as manager of utilities and services in the firm's central engineering department.

Survivors are the widow, Mrs. June Salley; a son, David, and a daughter, Elizabeth, all of the home.

Services will be held at 4 p.m. Sunday in Groce Funeral Home Chapel.

The Rev. Allen Gardner and the Rev. Leroy Secrest will officiate and burial will be in Calvary Churchyard in Fletcher.

Pallbearers will be C. F. Nichols, T. E. Patton, J. O. Bush, R. W. Kirby, O. H. Beckett, Algren J. Watts, Robert T. Westall and Grady Jones.

Honorary pallbearers will be officials of American Enka Corp. and employes of central engineering department.

The family will receive friends at the funeral home Saturday from 7 to 9 p.m.

July 22, 1967 *Citizen*, Page 3

Youth Fare Card Proves Lifesaver

FREDERICK, Md. (AP) — To most persons an airline youth fare card is a money-saving device, but to Margaret R. Kelly, 15, of Louisville, Ky., it's a life saver.

Margaret's father, Dr. Page Kelley, had bought her a ticket on Piedmont Airlines' Flight 22 Wednesday so she could join the rest of the family for the Maryland Baptist Assembly at Hood College in Frederick.

The plane was involved in a collision with a single engine plane over Hendersonville, N.C., en route to Washington from Asheville, N.C. There were no survivors.

But Margaret was already in Washington when the crash occurred. She had decided to pass her reservation on Flight 22 and, instead, use her youth fare card on a United Air Lines flight to Washington.

She got the seat on United at the last minute and, as a result, did not cancel her reservation on Piedmont.

As her father drove to Washington to meet Margaret, news of the crash came over the car radio.

"I was so shaken at first, I sort of just wandered," he said. "I got so lost that I didn't even get to the airport until about 4:30. I knew there could be no mistake."

Kelley went to the Piedmont desk at the terminal and was told that his daughter's reservation had not been cancelled and she was apparently lost on the flight.

However, Piedmont authorities made several checks with other airlines. Meanwhile, Kelley and another daughter, Judy, 11, waited.

Finally the phone rang. A receptionist answered, then dropped the receiver.

"Dr. Kelley, your daughter was not on the plane," said a receptionist. "She wasn't on our plane."

Airline officials had Margaret

paged. She answered and spoke to her father on the phone.

"I didn't know what was wrong," she said. "I was worried because I hadn't canceled my ticket. I felt sort of funny when dad said the plane I should have been on crashed."

The Kelleys returned to Frederick for a double celebration. It was also Dr. Kelley's birthday.

Private Plane Group Raps FAA Report

WASHINGTON (AP) — The Aircraft Owners and Pilots Association (AOPA) lodged protests with federal government officials Friday over reported statements of Federal Aviation Administration personnel regarding Wednesday's collision between a Piedmont Airlines jet and a small private plane.

AOPA President J. B. Hartranft Jr., said in telegrams to the FAA deputy administrator, David D. Thomas, and to Joseph J. O'Connell Jr., chairman of the National Transportation Safety Board:

"We protest strongly the false and misleading statements attributed to Asheville tower chief Harold Roberts and an unnamed FAA spokesman in connection with the Hendersonville (N.C.) collision as reported in Washington's Evening Star newspaper of July 20.

"Such statements are unfair and damaging to general aviation, and create unwarranted prejudice in the eyes of the public and the Congress prior to release of official statements by the National Transportation Safety Board."

Sightseers Hampering Jetliner Crash Probe

HENDERSONVILLE — The tedious phase of the investigation of Wednesday's plane collision continued Saturday as parts and fragments to the Piedmont jet were removed from the crash scene.

The pieces are being taken to a fenced-in field rented by the National Transportation Safety Board so that they can be fitted together in an effort to find the point and angle of collision.

Around 200 Boy Scouts helped in the hunt for parts by searching the area around the crash scene for small pieces of the planes not already recovered.

A construction crane was used Saturday morning to lift the larger pieces of the wreckage onto trucks to be hauled to the field, near Interstate Highway 26, where reassembly will take place.

Investigators will be concerned mainly with the nose section when carrying out the reassembly and a framework

duplicating the Boeing 727's dimensions will be used.

The roundup of parts should be finished by Monday, according to Edward E. Slattery Jr., public information officer for the National Transportation Safety Board.

The actual reassembly will start about Tuesday and work on building the mockup will continue through the week.

Thomas R. Saunders of the Bureau of Air Safety, who is in charge of the investigation, said newsmen would be allowed to see and photograph the plane when reassembly work is finished.

All major components of the two planes have already been located; but many small pieces of the twisted wreckage are known to have been carried away by souvenir hunters before the crash area was closed off.

Saunders asked again Saturday that all such souvenirs be returned to the Holiday Inn in Hendersonville.

Curious sightseers Saturday continued to hamper officials as they tried to end up the unpleasant clean-up job.

The collision occurred about 10 miles southeast of the Asheville Airport after the Piedmont plane had been in flight around two minutes. Hundreds of witnesses saw the two planes crash

to the ground shortly after noon Wednesday.

Slattery said Friday that a public hearing on the crash, which killed 82 persons, would probably be held in about eight weeks in Asheville. He predicted that it would last two or three days.

Saunders added weight to Slattery's belief by saying the accident "meets all the prerequisites for a public hearing."

Two more bodies were recovered from the wreckage Saturday morning.

As of late Saturday afternoon, 68 bodies had been identified at the temporary morgue set up in the National Guard Armory near Hendersonville.

James Jackson, coroner in charge of the morgue, said that the body of Navy Secretary designate John T. McNaughton had not yet been identified.

Identity of McNaughton's wife and young son has been established, said Jackson.

The recording of in-flight voices in the doomed plane's cabin has been sent to Washington, D. C., for analysis along with the flight recorder that registered such information as speed, direction and altitude.

Transcriptions of the information gotten from the two recorders will be made public at the Asheville hearing.

July 23, 1967 *Citizen*, Page 22

Adults Disgusting

As an Asheville teen-ager, I am disgusted at the behavior of the adults of this city who are supposedly setting an example for the youth of this area.

I think it deplorable to see the adults of this city getting their kicks out of going to an airplane crash after being asked by the local authorities to stay away.

They caused such traffic congestion that the emergency units could not get near the emergency scene, even though the sirens and lights were on.

Now, to bring up something of the past—these so-called “mature” adults had an opportunity to do something helpful for the area. Yet they turned down the chance to help themselves and the youth of this town to get better schools and living conditions.

After seeing their behavior at the crash scene, I wonder what sort of future this town holds for us.

**Andrew Strauber
Asheville.**

July 24, 1967 *Citizen*, Page 4

Air Collisions Must Be Stopped

The tragedy over North Carolina this week was the third time since March that death has resulted from the collision of a commercial airliner and a small private plane.

These accidents have cost more than 100 lives. They also serve as a warning against that time in the near future when aerial giants will be routinely carrying 500 or more passengers on single flights—while the nation's airways as well as its airport runways are becoming increasingly crowded.

So far as avoiding aerial collisions goes, the problem is conceptually simple though technically very complicated. Ideally every plane would be equipped with a device that sensed the danger of collision, signaled the pilot and gave directions as to what needed to be done immediately.

A decade from now, presumably all commercial airliners will have such equipment; but at what point will the tens of thousands of private planes have such expensive gear aboard? Much simpler devices are now available for signaling to ground controllers the identity and altitude of a plane in flight. But Government

installation of needed ground receivers threatens to lag, and there is little reason to suppose that most owners of private planes will spend the money necessary for this equipment. In short, the chance of banishing collisions is disturbingly unpromising.

This is an intolerable situation. It will have to be changed, and the sooner it is the more lives will be saved. The Government has the responsibility for quickly improving its own ground radar and other means of giving air traffic controllers a better chance of preventing collisions in the air and on runways. No less important, it needs to increase the pressure on both the commercial airlines and the owners of private planes, particularly the latter, to compel them to adopt promptly the developing anti-collision technology.

It can be predicted that many owners of small private planes will vigorously protest against changes that will be required in present procedures, and particularly at the inevitable extra expense. But after the terrible lessons of this year, there is no question that the general public interest must win out.

Air Crash Probe Pace Is Rapid

HENDERSONVILLE, N. C. (AP)—An official of the National Transportation Safety Board said Monday the investigation into the in-flight collision of a Piedmont jet and a private aircraft Wednesday "is proceeding ahead of schedule."

Tom Saunders, chief investigator for the board, said bodies of all 82 persons killed had been identified.

The bodies of Secretary of the Navy Designate John T. McNaughton, his wife, Sarah, and their 11-year-old son Ted, left the Asheville airport for Washington Monday aboard a Navy Convair.

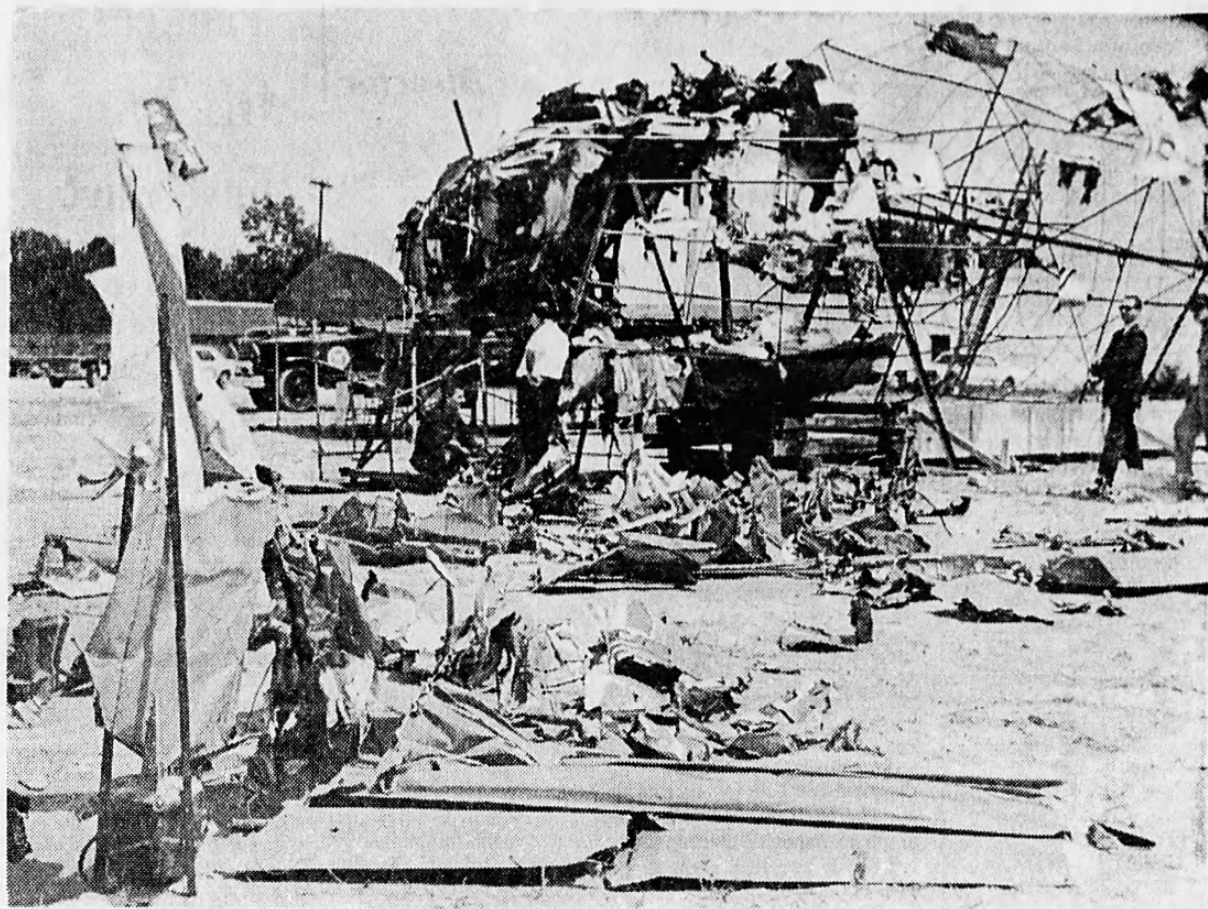
McNaughton, his wife and son lost their lives in the Wednesday in-flight collision of a Piedmont jet and a private aircraft. Eighty-two persons were killed.

The McNaughtons will be buried at Arlington National Cemetery.

Another step in the investigation, the reconstruction of the forward fuselage section of the Boeing 727, "is about 90 per cent completed," said Saunders.

Saunders said investigators, probably Wednesday or Thursday, will retrace the flight of the Cessna 310 which crashed into the airliner.

He said all witnesses would be placed where they had been at the time of the crash as the investigators repeat exactly the instructions issued to the Cessna pilot. Saunders said the instructions had been found on a tower tape at the Asheville airport, and could possibly be instrumental in discovering the cause of the collision.



Only The Pieces Remain

Investigators at Wednesday's air crash site at Hendersonville have carefully retrieved and reassembled the bits and pieces of the two airplanes that collided, killing 82 persons, and are attempting to recreate the relative positions. In the foreground are the remains of the Cessna 310, pointed toward the mock-up of the Piedmont jetliner. No official statements have been made on the conclusions of the investigators, but it is believed that the

aircraft collided approximately at the angle shown in the picture. Two factors have aided the investigation: good weather, permitting outdoor work, and the relative colors of the two airplanes. The Cessna was bright red, and the jetliner blue and silver, which helped identify parts which might have been in contact with each other. (Staff Photo by E. M. Ball III)

July 25, 1967 *Citizen*, Page 1

No Replacement For Jet Lost In WNC Crash

WINSTON-SALEM, N.C. (AP) —Piedmont Airlines will not acquire another Boeing 727 jetliner to replace the one which crashed near Hendersonville last week because none are available, a spokesman said Tuesday.

C. G. Brown, vice president, traffic and sales, said there are no aircraft of that type available either for lease or for sale in the country.

Piedmont was leasing two of the huge jets from the Boeing Co. while it waited for delivery of six new Boeing 737s, a two-engine version of the 727. Delivery of the 737s is scheduled for March 1968. The company has six of the planes on order, with an option to buy six more.

Airport Use Survey To Determine Whether Traffic Requires Radar

By LAURENS IRBY

Citizens Staff Writer

A survey will begin soon to determine whether there is sufficient air traffic within 25 miles of Asheville Airport to justify installation of a radar system.

The airport was the scene of North Carolina's worst air disaster July 19 when a twin-engine Cessna 310 collided with a Piedmont Airlines Boeing 727 which had just taken off.

Eighty-two persons died in the resulting crash.

The Asheville Airport control tower has no radar.

Harold Roberts of the Federal Aviation Administration (FAA), tower chief at the Asheville Airport, said Tuesday he will begin a survey within a month to determine air traffic levels within a 25 mile radius of the airport.

The survey will include not only Asheville Airport traffic, Roberts said, but that a outlying air fields in Brevard, Hendersonville and Emma Air Park.

If it can be established, said Roberts, that there are 100,000 "itinerant" flights and 20,000 instrument flights a year at Asheville Airport and within 25 miles of the airport, this would entitle the Asheville air facility to a radar system under existing FAA criteria.

Itinerant flights were defined by Roberts as those arriving or departing at area air facilities for distant points. They could include locally based planes which regularly make trips to distant points. In the count would be commercial, private and military flights.

Instrument flights are those in which the pilots file an instrument flight plan and receive appropriate clearance.

Roberts said that if the figures of 100,000 itinerant flights and 20,000 instrument flights can be projected through findings of his two-week study, he will write an appropriate report and submit it to the program planning department of the FAA's regional office.

The report ultimately would be discussed between the agency's regional and Washington offices, said Roberts. Then there would fall the problem of securing funds to install a radar system here.

Roberts said a surveillance radar system, according to 1963 price quotations, would cost some \$830,000. Such a system would cover a radius of 25 to 30 miles from Asheville Airport.

Asked about recent reports of "near miss" incidents between private planes and commercial airliners at airports

about the country, Roberts said there have been no near misses reported to the FAA at Asheville Airport since the facility opened in January, 1961.

The FAA has been investigating a near miss near Charlotte between a small plane and an Eastern Air Lines Electra prop-jet.

Near-Miss Explained

Confusion Of Illusion

By LEWIS W. GREEN
Citizen Staff Writer

Several eyewitnesses on the ground in Henderson County Wednesday afternoon would have sworn they almost saw a grim repeat of July 19's mid-air collision of a private plane and a Piedmont jetliner which took 82 lives.

However, after much checking of flight records, personnel at the Asheville Airport tower explained it as a common illusion of distance.

One witness, Peyre, Kennedy, 37, a Hendersonville insurance man, told The Citizen that he was playing golf with Don Howard, also of Hendersonville, shortly after 4 p. m. Wednesday at the Hendersonville Country Club when they heard a jet.

He said they looked up and saw Piedmont's flight 33, a 727 like the one in July's crash, apparently on a collision course with a Cessna 310.

He said it appeared to him that the big jet saw the smaller plane and veered away just in time to avoid a collision.

He said he called out "My gosh, look how close those planes are."

Kennedy said from the angle and distance, it was difficult to tell how close the planes were.

He said the planes were over Crail Farm near the Broad River aviation beacon.

He quoted Howard, (who was out of town Friday) as saying the big plane lifted like a fighter to avoid the smaller plane.

Jack Gwennap, station manager here for Piedmont, said he knew nothing of a near-miss and all airline pilots are required to report such an occurrence immediately.

Several other Henderson County people reported seeing the planes on an apparent collision course.

However, Harold Roberts, in

charge of the Asheville Airport tower, dismissed the reports as resulting from "a common illusion."

He said that Piedmont 33 came in at 7,000 feet then was dropped to a holding pattern at 6,000.

According to his records, which he checked for The Citizen Friday, as the jet flew its holding pattern at 6,000 the smaller plane was below also maneuvering at 5,000 feet immediately prior to landing.

He said it could appear credible from the ground that the two planes were about to collide, or that the jet veered as it shifted course.

However, the tower brought the light plane in from its pattern at 5,000 feet, and subsequently brought the jetliner in as soon as the runway cleared.

According to Roberts, no trouble was reported by either plane and the jet landed within two minutes after it reported in to the tower.

August 12, 1967 Citizen, Page 9 Asheville Citizen

Air Crash Details In Final Sifting; Hearing Expected Next Month

By LAURENS IRBY

Citizen Staff Writer

A public hearing on the mid-air collision between a commercial jetliner and small private plane near Asheville last month appears likely to be held in late September in Asheville.

This was the word Monday from Edward E. Slattery Jr. of Washington, information chief for the National Transportation Safety Board which is probing the crash that took 82 lives. No specific hearing date has yet been set.

After hearing testimony from technical and other witnesses at the hearing, said Slattery, the NTSB will issue a formal public report pinpointing what it believed to be the cause of the tragedy.

The NTSB has the authority to recommend that Congress enact remedial legislation governing the airways — if such a step is found necessary to pre-

vent future in-flight collisions of the Asheville type.

Immediately after the July 19 crash here, some members of Congress suggested that private planes should be barred from commercial airports. At the time of the July collision — the worst air disaster in North Carolina history — a Piedmont Airlines Boeing 727 jet with 79 persons aboard, including the newly designated Secretary of the Navy, had just taken off from Asheville Airport bound for Roanoke, Va. and Washington, D. C.

It was in collision with a Cessna 310 twin-engine aircraft arriving from Charlotte for a landing with three persons aboard.

It has been pointed out that the number of private planes flying U. S. airways outnumber commercial planes by more than 43 to one. The number of operating private craft in the U. S. has been set at 100,000 compared to 2,300 commercial planes.

NTSB officials have kept mum on their findings about the collision thus far.

Asked about a report that the Asheville mid-air collision occurred at an altitude of 6,132 feet, Slattery replied that it was his understanding the collision occurred at about 4,100 feet above the ground. If the

precise timing of the events leading up to the crash.

The jetliner's voice recorder took down all conversation in the plane's cockpit including the vital period between 11:59 a. m. July 19 when the jetliner took off and 12:01 p. m. when the collision occurred. The wreckage landed near the intersection of Interstate 26 and Highway 64 some two miles northeast of Hendersonville.

The flight recorder took down technical data about the jetliner's speed and other factors.

Slattery said the NTSB investigators have drawn up two charts to aid them.

One, a surveyor's map, pinpoints the location of each eyewitness to the crash along with the witness's statement and compass heading toward which he was looking. Slattery said there were more than 80 such witnesses.

The second chart deals with the angle of collision of the two aircraft as worked out from a three dimensional reconstruction of wreckage of the two planes. The reconstruction was laid out in a vacant lot near the scene of the crash and then photographed from all angles. The photographs are now under study in Washington.

Besides the laboratory work, said Slattery, members of 10 teams who investigated different facets of the collision are now preparing their reports which go into the record at the public hearing.

Several news stories—notably one in the New York Times — have appeared in recent days purporting to show how the pilot of the smaller plane, David Addison, 48, of Springfield, Mo., may have been “confused” by air traffic control instructions prior to the collision.

Slattery said he had read The Times' account and termed it purely “speculative.”

He said the only investigators with the facts were officials of NTSB and they're not supposed to be talking in advance of the public hearing.

However, a few facts can be gleaned from a transcript of radio communications between the planes involved and air controllers on the ground which was read into the record at a hearing of the Commerce Committee of the U. S. House of Representatives last month in Washington.

In brief the radio conversations show that the Asheville Airport tower instructed the pilot of the small plane at 11:56 a. m. July 19 that he was cleared to proceed to a radio beacon on the Biltmore Estate on N. C. 191 seven miles northwest of Asheville Airport. The beacon is referred to as the "Asheville radio beacon."

The smaller plane was instructed to maintain altitude of 7,000 feet and was to radio the tower when he reached the vicinity of the beacon.

The Asheville tower, according to the transcript, had given these instructions as an immediate correction to an earlier instruction for the small plane to proceed to a radio beacon seven miles south of the airport.

At 11:58 a. m. the Cessna pilot radioed that it had passed a radio navigation checkpoint east of the airport on Sugar Loaf Mountain.

The small plane's pilot added, "We're headed -- uh -- for -- uh -- Asheville now."

The reference at this point could have been to Asheville Airport and not to the Asheville radio beacon seven miles northwest of the airport.

The air traffic controller in the Asheville Airport tower did not have radar to warn him the small plane was moving toward the wrong beacon -- the one south of the airport toward

which the Piedmont jetliner was making a turn after its take-off.

The Asheville tower, apparently assuming the small plane was headed in the right direction, told the Cessna pilot to descend to 6,000 feet.

At this point, according to the transcript read into the House Committee hearing, an unidentified voice said, "What's -- uh -- have we got some kind of convention up there today?"

Approach control replied, "It's -- uh -- one extra Piedmont flight. I think they've gotten some kind of camp, some camp children (garbled) reservations."

(This reference was to the fact that Piedmont Airlines had two aircraft in its Flight 22 from Atlanta to Asheville. One was the ill-fated jet. The other was a propellor-driven plane which carried 37 children en route to a summer camp near Hendersonville. The children disembarked from the planes before the jetliner took off again.

August 15, 1967 *Citizen*, Page 1

Police Helped

One of the responsibilities of the National Transportation Safety Board is to investigate the facts, conditions and circumstances surrounding civil aircraft accidents.

Through the findings of our investigations, we are able to make recommendations for the prevention of similar accidents.

In the mid - air collision involving Piedmont Boeing 727 and the Cessna 310 near Hendersonville on July 19, the prompt action of the Police Departments of Hendersonville and surrounding communities, in conjunction with other local authorities, was one of the principal reasons why the investigation proceeded as it did, in an efficient and orderly manner. This very commendable action on the part of the police made our task much easier and helped us to preserve the evidence that is so important in an investigation.

I wish to extend my sincere appreciation for a job well done to the Police Department of Hendersonville and the surrounding communities who participated.

Joseph J. O'Connell Jr.
Chairman
Washington, D. C.

August 24, 1967 *Citizen*, Page 4

Pre-Trial Hearing Set

U. S. District Judge Woodrow W. Jones and Superior Court Judge Harry C. Martin have called a Sept. 6 meeting of attorneys handling damage suits based on a 1967 air tragedy near Hendersonville..

Purpose of the meeting is to "attempt to agree on a single procedure for collecting the necessary information to be used in all the cases."

The meeting was scheduled in an order signed by the two judges and filed in the office of U. S. District Court clerk, Thomas E. Rhodes.

The order explains that most of the questions and issues of fact are common to all of the cases and orders at least one lawyer for each party to all of the cases to appear in the federal courtroom in the Post Office Building at 2 p.m. Sept. 6.

Eighty-two persons died in the mid-air collision of a Piedmont jet airliner and a private plane on July 19 of last year, and numerous suits have been filed in U.S. District Court and the Superior Courts of Hender-

son and Buncombe counties on behalf of the victims' estates. Some of them ask more than a million dollars.

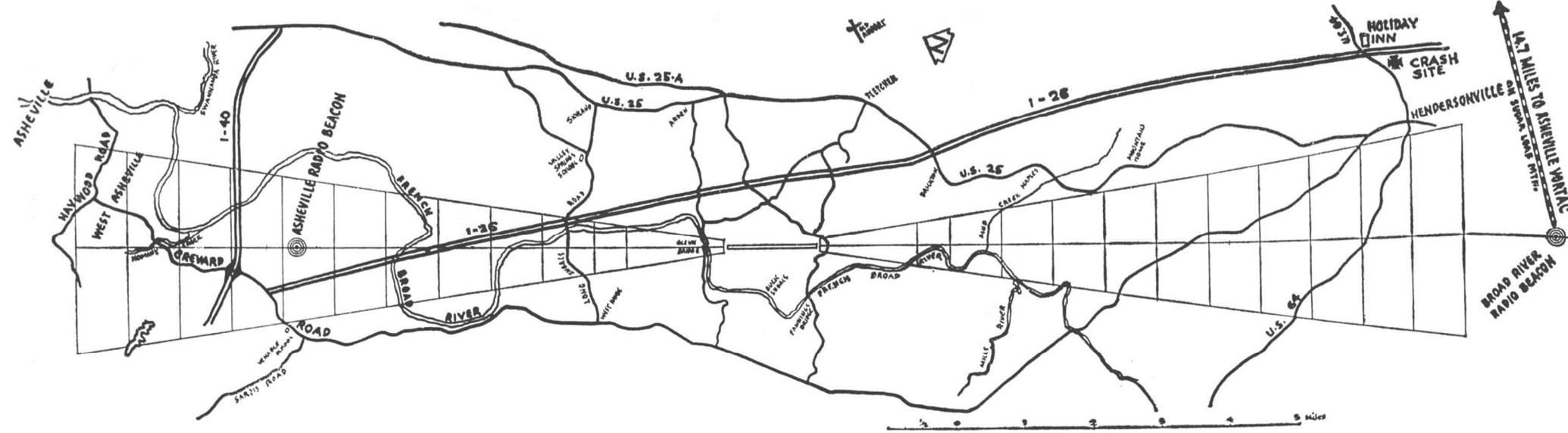
Named as defendants are Piedmont, the operator of the private plane, Lanseair Corporation of Missouri, and the United States government.

August 30, 1967 *Citizen*, Page 22

While the following article provides NTSB transcripts of conversations during the twenty-three minutes immediately before the crash, careful reading may be required to determine context and correct sequence.

Immediately following this article are two pages that provide “Explanation of Format and Content” of the next sixteen pages of transcripts of the final eighteen minutes of conversations recorded on the jet’s cockpit voice recorder. They were reproduced by the U.S. National Archives and Records Administration – NARA – <https://www.archives.gov>. The Cessna was not required to have, nor did it have, a cockpit voice recorder.

The interested reader is encouraged to closely examine each set of transcripts. Explanations of conversations and terms are well-presented to the non-aviation-minded in a book mentioned later in this document, but to help in understanding the following article, the term “VOR” refers to a radio signal which helps locate runways. The reader may wish to lightly regard the questions raised here by the reporter, the answers to which, if relevant, are in the final report, published in 1968, the link to which is provided later in this document.



Staff Artist Buck Weaver's map shows how mid-air collision occurred just off airport approach zone as jetliner departed in standard left turn.

Just Before Fatal Crash

3 Planes Were Converging On Asheville Airport

August 31, 1967 *Citizen*, Page 12

By LAURENS IRBY
Citizen-Times Staff Writer

The Asheville Airport Tower had agreed to accept responsibility for guiding three inbound aircraft — one a military plane with a medical patient aboard — just before a mid-air collision July 19 that took 82 lives.

This is disclosed by transcripts of radio conversations recorded between a twin-engine Cessna 310, the private plane which collided with a Piedmont Airlines Boeing 727 jetliner; the Asheville Approach Control center; and the Atlanta Air Route Traffic Control Center.

The transcripts were read into the record at a hearing in July before the Commerce Committee of the U.S. House of Representatives.

Control of three aircraft was being turned over to the Asheville Tower by the Atlanta Center prior to the mid-air crash. On the ground at the Asheville Airport waiting for altitude clearance was a Boeing 727 jetliner of Piedmont Airlines.

In addition to the Cessna 310, inbound to Asheville from Charlotte, the Asheville Tower also had to deal with a Piedmont Airlines propeller flight arriving from Atlanta and constituting a second section of the ill-fated jet flight 22, and a military plane coming in from the tri-cities area of Tennessee (Johnson City, Bristol and Kingsport) carrying a medical patient destined for a hospital here.

The record shows Asheville Tower instructed the pilot of the small plane, David Addison, 48, of Springfield, Mo., to proceed to a radio beacon 6.2 miles west-northwest of the airport before making his landing approach.

However, when the small plane collided about noon July 19 with Piedmont Jetliner Flight 22 carrying 79 persons, the smaller craft was south of the airport.

The steps leading up to the crash can be traced in the verbatim transcript as the three inbound aircraft converged and the jetliner finally took off for tragedy.

The Atlanta Air Route Traffic Control Center, one of 21 such regional centers in the United States, had been keeping radio contact with the three planes inbound to Asheville. The Atlanta Center also had the Cessna 310 under radar surveillance until it relinquished control to Asheville. For this purpose, Atlanta has a primary radar station at Maiden, N.C., near Newton. Asheville Airport has no radar.

Just what could have caused the collision between the incoming Cessna 310 with three men aboard and the outbound Piedmont Flight 22 is not known.

The recorded radio conversations don't throw too much light on the subject. There are several possibilities.

For one thing, the Atlanta Center radioed the Cessna at 11:51 a.m. that its radio transmissions "are hard to read." Did the smaller plane experience radio difficulty that interfered with its pilot understanding the vital landing instructions from Asheville Tower?

Why was the Cessna to the South of the Asheville Airport at the time of the collision instead of headed toward a beacon 6.2 miles west-northwest of the airport as it had been told?

Sources at the Asheville Airport say that the pilot of the small plane should have had in front of him what's known as an "RF Chart" pinpointing locations of radio beacons around Asheville Airport and 39 other airports. The small plane was flying an instrument flight plan.

Without the RF Chart, said a local official, the pilot would not have been able to navigate.

Some conclusions about causes of the collision may come when the National Transportation Safety Board holds a hearing here in late September or early October.

Here, as recorded in the transcript, are the final 23 minutes of radio (and some telephone) conversations that preceded the July 19 crash, the worst in North Carolina's history:

11:37 a.m. and 25 seconds — Charlotte Radio Approach Control: "Cessna 3121 Sierra (the light plane's registration number) 11 miles west primary target out of 4,500 climbing to six." (This constituted a radar handoff of the small plane to the Atlanta Air Route Traffic Control Center just after the small plane took off from Charlotte bound for Asheville.)

Atlanta Center: "Radar contact."

Cessna 310: "Atlanta Center, 3121 Sierra at 6,000 now."

Atlanta Center: "Twin Cessna, Atlanta Center. Roger radar contact. Climb and maintain 8,000. Report reaching."

11:38 a.m. and 40 seconds—
Cessna 310: "Roger."

11:41 a.m. and 30 seconds —
Cessna 310: "Atlanta Center.
3121 Sierra is at 8,000 now."

Atlanta Center: "Cessna 31
Sierra level eight, is that right?"

Cessna 310: "I beg your pardon?"

Atlanta Center: "Cessna 21
Sierra (abbreviated form of
small plane's number.) Are you
level eight now?"

Cessna 310: "Affirmative. Level
at 8,000."

11:41 a.m. and 50 seconds —
Atlanta Center: "Roger."

Atlanta Center: "November
3121 Sierra. Contact Atlanta
Center 125.5 (a radio frequency
given in megacycles.)"

Cessna 310: "Roger 125.5."

11:47 a.m. and 55 seconds —
Cessna 310: "Atlanta Center
3121 Sierra at 8,000 feet."

Atlanta Center: "Other aircraft
calling center. Say again,
please."

Cessna 310: "3121 Sierra is at
8,000".

Atlanta Center: "November
3121 Sierra. Roger. Asheville
altimeter is 3021, correction on
that; the altimeter is 3127 at
Asheville." (This supplied a
reading to be cranked into the
plane's altimeter.)

Atlanta Center: "November
1321 Sierra. Traffic 12 o'clock,
four miles westbound slow."
(This was a warning to the
small plane of another aircraft
in its vicinity.)

Cessna 310: "Negative contact."

Atlanta Center: "Cessna one,
correction, 3121 Sierra. Is that
your correct identification —
3121?"

No response.

Atlanta Center: "Cessna 3121
Sierra Atlanta."

Cessna 310: "3121 Sierra."

Atlanta Center: "Cessna 21 Sierra
is cleared to the Asheville
VOR. Descend and maintain 7,
000. Expect ILS (instrument
landing system) approach at
Asheville." (The Asheville VOR
is a radio beacon on Sugar Loaf
Mountain about 15 miles east of
Hendersonville. It is a check
point used in making instrument
approach to Asheville Airport.)

11:51 a.m. and 45 seconds —
Cessna 310: "Leaving eight at
this time."

Atlanta Center: "Cessna 21
Sierra. Your transmissions are
hard to read. Say you are leaving
8,000 now?"

11:52 a.m. and 20 seconds —
Cessna 310: "I left 8,00 for
seven." (This indicates the
small plane had descended from
8,000 feet altitude to 7,000 feet.)

Atlanta Center: "Roger."

Atlanta Center: "The traffic
for 21 Sierra is now at your
12 o'clock position about three
miles north westbound. (This
report was a continuation of
keeping the small plane informed
of other nearby traffic.)

11:52 a.m. and 30 seconds —
Cessna 310: "Negative contact.
We're in the clouds." (The pilot
of the small plane says he
doesn't see any other planes.)

Cessna 310: "Atlanta center.
21 Sierra is this transmitter any
better?"

Atlanta Center "21 Sierra. It's
a little bit better. Radar service
terminated. Now Contact

Asheville approach 125.3." (This last was in instruction for the small plane to radio Asheville Approach Control on radio frequency 125.3 megacycles.)

11:53 a.m. and 5 seconds — Asheville Tower (to Atlanta): "Asheville. Request clearance Piedmont 22." (In this request, the Asheville tower sought altitude clearance for the Piedmont Boeing 727 jetliner which was waiting on the ground at Asheville Airport, later took off and was involved in a collision with the smaller craft.)

Atlanta Center: "All right. Call you back."

Asheville Tower: "OK. And do you know where the Cessna 21 Sugar is right now? Disregard. He's coming."

Atlanta Center: "You got him."

11:53 and 15 seconds — Asheville Tower: "Yeah."

The transcript now switches back in time 15 minutes to conversations between the Atlanta Center and Asheville Approach Control about air traffic converging on the Asheville facility.

11:38 a.m. and 15 seconds — Asheville Tower: "Go ahead with your inbound."

Atlanta Center: "OK. First one is November 3121 Sierra Cessna 310 had estimated it times 1554 descending to 7,000. Charlotte direct Asheville. Cleared to Asheville VOR. Be your control crossing the Spartanburg 357 radial. (This transmission indicated the Cessna 310 had estimated it would arrive at the Sugar Loaf Mountain beacon at 1554 Greenwich Mean Time or 11:54 local time, and would descend to 7,000 feet altitude. Atlanta informed the Asheville Tower it should take control of the small plane when it crossed a particular radial — number 357 — of the Sugar Loaf beacon. The beacons' signal is divided into 360 imaginary radiating lines, each representing one degree.

Atlanta Center: (continuing) "Next one, Piedmont 1022 Martin 404-A Broad River estimate 1603. Descending to 7,000. Atlanta direct Asheville. Cleared to Broad River your control. Crossing Victor 54 (an airway about 39 miles south of the Sugar Loaf Mountain beacon). (This transmission says a propeller driven plane, which was a second sec-

tion of the ill-fated Piedmont flight, was bound in to Asheville at 7,000 feet of altitude and had been cleared to proceed to a radio beacon, Broad River, some 11.2 miles south of the airport. Arrival time at the beacon was estimated at 1603 Greenwich time or 12:03 p.m. local time.)

Atlanta Center: "And I've got one more."

Asheville Tower: "Go ahead."

Atlanta Center: "Air Evac 2579 C-131B. Asheville VOR estimate 1617. Be descending to 7,000 from over Holston Mountain (Tenn.) Victor 35 (an airway extending between the Asheville area and the Tri - Cities in Tennessee) Asheville. Cleared to Asheville VOR. Your control Mitchell." (This transmission indicates a military plane with a hospital patient aboard is headed for Asheville at 7,000 feet altitude and has been cleared to proceed to the radio beacon on Sugar Loaf Mountain. The plane estimated its arrival time at the beacon as 1617 Greenwich time, or 12:17 p.m. local. Asheville tower was to assume control when the craft passed Mount Mitchell.)

11:53 a.m. and 55 seconds — Atlanta Center: "Clear Piedmont 22-A (the ill - fated jet flight) to Roanoke Airport via direct Valdese (a town between Morganton and Hickory), J-53 flight plan route. Maintain two one zero (designation for 21,000 foot altitude.) (This clearance paved the way for the jet's take - off here.)

11:58 a.m. and 30 seconds — Asheville Tower: "Piedmont 1022 (the second section of the Piedmont flight) is out of seven and put 21 Sugar. 3121 Sugar out of seven and Piedmont 22 be off at 59." (This indicated that the propeller Piedmont flight and the Cessna 310 had left the 7,000 altitude and that the jet flight 22 would take off at 11:59 a.m.

Shortly after noon — Atlanta Center: "Piedmont 22. Can you switch him to me yet?"

Asheville Tower: "Afraid I can't right now. He is unreported and this 310 that was inbound was cleared over to Asheville beacon (6.2 miles west - northwest of the airport on the Biltmore Estate) and he's also unreported and we have a public report of a crash down

around Hendersonville."

The transcript switches to a recording made by the Asheville Tower as follows, jumping back in time 10 minutes:

11:50 a.m. and 25 seconds — Piedmont 1022 (propeller flight); "Asheville Approach. Piedmont 1022."

Asheville Tower: "Piedmont 1022. Asheville Approach."

Piedmont 1022: "We are at 35 west at 7,000."

Asheville Tower: "You are 35 DME from Asheville, you mean?"

(This transmission refers to the plane's distance from a radio beacon.)

Piedmont 1022: "Yeah, we're southwest. We're level at seven."

Asheville Tower: "1022 Roger. Maintain seven. Wind light and variable altimeter is 3026.55 (Here the tower supplies an altimeter setting for the prop flight.)

11:51 a.m. and 3 seconds — Piedmont 1022: "3026 Roger."

11:53 a. m. and 8 seconds — Asheville Tower (to Atlanta): "Request clearance Piedmont 22."

Atlanta Center: "All right. I'll call you back."

Asheville Tower: "OK. And do you know where this Cessna 21 Sugar is right now —?"

11:53 a.m. and 8 seconds — Cessna 310: "Asheville approach. Cessna 3121 Sierra is out of seven — at seven." (The small plane was reporting its altitude.)

Asheville Tower (to Atlanta): "Disregard. He's coming."

Atlanta Center: "You have got him?"

Asheville Tower: "Yes."

Atlanta Center: "OK."

11:53 a.m. and 11 seconds — Asheville Tower: "3121 Sugar, Roger. What radial are you passing now off of Spartanburg?"

11:53 a.m. and 21 seconds — Cessna 310: "Stand by one —."

11:54 a.m. and 42 seconds — Cessna 310: "We're on 340." (The light craft was giving a radial number of the Sugar Loaf Mountain beacon.

Atlanta Center: "Clear Piedmont Flight 22-A to Roanoke Airport, via direct Valdese, J-53 flight plan route, maintain two one zero."

11:54 a.m. — Asheville Tower "OK."

11:54 a.m. and 29 seconds—
Asheville Tower: "Piedmont
1022 descend to 6,000. Cleared
for an ILS approach. Plan to
circle runway 16."

Atlanta Center: "Reference
Air Evac 25799 again. . . Revise
the estimate. The radio beacon
estimate to 1611." (This moved
ahead the estimate for arrival
time of the military plane at
the Sugar Loaf Mountain bea-
con to 12:11 p.m.).

Asheville Tower (to Piedmont
1022): "Report Broad River in-
bound to the tower 121.1." (In
this transmission the tower told
the prop Piedmont flight to radio
it on frequency 121.1 megacy-
cles when it reached the Broad
River Radio Beacon 11.2 miles
south of the airport.)

Airport Fire Department
(whose phone line conversa-
tions to the Asheville Tower
are also recorded) Have you
got an inbound on air evac?"

Asheville Tower: "Yeah. It
should be here about 15 after."

Fire Department: "Does he
want me to stand by for any-
thing?" (Military procedure re-
quires a fire truck to follow
planes carrying medical pa-
tients as they taxi in in case
an accident occurs and the pa-
tients must be helped out.)

Asheville Tower: "I imagine
he will want the fire truck,
Bill."

Fire Department: "Uh, radio
is in the office. I'll go on up to
the fire house."

Asheville Tower: "OK. We'll
land him on (runway) 16."

Fire Department: "OK."

11:56 a.m. and 27 seconds —
Asheville Tower: "3121 Sugar,
cleared over the VOR to Broad
River (the radio beacon 11.2
miles south of the airport). Cor-
rection, make that the Asheville
radio beacon —over to the VOR
to the Asheville radio beacon
(6.2 miles west-northwest of the
airport on Biltmore Estate).
Maintain 7,000. Report passing
the VOR."

11:56 a.m. and 41 seconds —
Cessna 310: "21 Sierra." (A
short form of acknowledgement
using the last part of the plane's
registration number.)

11:58 a.m. and 20 seconds —
Cessna 310: "21 Sierra just pas-
sed over the VOR (radio bea-
con on Sugar Loaf Mountain).
We're headed for that — uh —
for — uh — Asheville now."

Asheville Tower: "21 Sugar

by the VOR. Descend and main-
tain 6,000."

11:58 a. m. and 41 seconds —
Cessna 310: "We're leaving sev-
en (thousand feet of altitude)."

The transcript notes that there
is an unidentified transmission
at this point.

Unidentified: "What's —uh —
have they got some kind of
convention up there today?"

Asheville Tower: "No, not that
I know of."

Unidentified: "That's the bus-
iest I've seen that airport in a
long time."

Asheville Tower: "It's — uh —
one extra Piedmont flight. I
think they've got some kind of
camp, some camp children
(garbled) reservations."

Noon and 2 seconds — Ashe-
ville Tower: "Cessna 3121 Sugar,
cleared for an ADF 2 (automatic
direction finder) approach to
Runway 16. Report the Asheville
radio beacon (6.2 miles west-
northwest of the airport) inbound
(This transmission directed the
small plane's pilot get out his
ADF-2 approach plate, a chart
that lists such data as the Ashe-
ville tower radio frequency, min-
imum altitude, terrain altitude,
etc.).

There followed an exchange
between the Piedmont Airlines
station agent and the Asheville
Tower about the flight num-
ber designation of the propeller
Piedmont flight which the tower
said was "touching down now."

By this time the mid-air col-
lision had already occurred.

COMPLETE TRANSCRIPT OF THE LAST 13 MINUTES
OF THE COCKPIT VOICE RECORDER TAPE RECORDING
ABOARD PIEDMONT BOEING 727 AIRCRAFT N68650
ON JULY 19, 1967

Explanation of Contents and Format

Time

The first line in the column on the left side of this transcript presents the time each adjacent conversation and noise began. To 1551:35 times are in hours and minutes indicated by a four digit number. All conversations following a four digit number occurred during that minute. Thereafter, time is expressed in 6 digits to describe the hour, minute and second. For example, 1601:18, the time of the last sounds recorded on the tape recording, is 16 hours and 1 minute and 18 seconds past midnight Greenwich Mean Time. This is the same as 1 minute and 18 seconds past 12 noon Eastern Daylight Savings Time, local time in Asheville, North Carolina on July 19, 1967. All times, commencing with and following 1551:35, except those followed by an asterisk, are the same as those appearing on Exhibit 119 (Tab 12) - U.S.A. for identification. All such times followed by an asterisk were determined by use of a stop-watch to find the number of seconds between said times and those times appearing on said Exhibit 119.

Identification
of the Source

The second line of the column on the left side identifies the aircraft or position at a ground facility from which a person spoke the adjacent words or from which the adjacent noises originated. All such identifications, except those preceded by an asterisk, are the same as those appearing on Exhibit 119 (Tab 12) - U.S.A. for identification. All such identifications preceded by an asterisk were made in one of two ways: where the conversation or noise was recorded on the Cockpit Area Microphone Channel (see "Channel" below) of the tape recording, "PI 22" was inserted as the identification of the source; where the conversation identified the source, such identification was inserted. The following abbreviations describe all identifications:

PI 22	Piedmont Airlines Flight 22, a Boeing 727 aircraft
PI 1022	Piedmont Airlines Flight 1022, a Martin 404 aircraft
TWR	Local/Ground Control position of operation, Asheville Combined Station/ Tower, Asheville, North Carolina
55NK	N155NK, a Beechcraft aircraft
77NK	N155NK, a Beechcraft aircraft
83Z	N1283Z, A Beechcraft Bonanza-35 aircraft

REPRODUCED AT NARA

51W	N4151W, a Mooney aircraft
27Q	N3627Q, a Beechcraft Muskateer aircraft
71N	N3871N, a Beechcraft Bonanza-35 aircraft

Identification
of the Person

A space is provided between the columns on the left and right sides to allow for the insertion of the name or title of the person who spoke the adjacent words.

Channel

The third line of the column on the left side describes the channel or channels of the cockpit voice recorder tape recording on which the adjacent words or noises were recorded. The tape recording consists of 4 channels. The channels are designated by the following:

Capt	the abbreviation for the channel for the Captain's position
Co-P	the abbreviation for the channel for the Co-Pilot's position
F/E	the abbreviation for the channel for the Flight Engineer's position
CAM	the abbreviation for the channel for the Cockpit Area Microphone's position

These designations describe the locations of the positions in the cockpit from which the adjacent words or noises were recorded. These designations do not describe the title or identity of the person who spoke the adjacent words.

Conversations

The column on the right side presents all words recorded on the tape recording, Exhibit 48-Piedmont for Identification. Where a word or noise could not be heard with sufficient clarity to determine its meaning, [garbled] was inserted at the appropriate place.

Noises

The column on the right side presents in parentheses a description of all noises recorded on the tape recording. Exhibit 48-Piedmont for Identification.

REPRODUCED AT NARA

THIS TRANSCRIPT COMMENCES AT A TIME WHEN
PIEDMONT FLIGHT NUMBER 22 WAS ON THE
GROUND AT ASHEVILLE MUNICIPAL AIRPORT.

2

STILL MADE TWENTY MINUTES ON THAT LEG

D-P, F/E

FIVE N K CLEARED TO LAND

D-P, F/E

FIVE N K THANK YOU

HUH?

MADE TWENTY MINUTES

MADE UP TWENTY MINUTES?

NO WE'RE TWENTY MINUTES OVER IN OTHER WORDS
WE'RE TWENTY MINUTES PAY TIME

(SOUND OF A TONE)

P, F/E

DO ALL THAT RUSHING AND
STILL LOSE IT IN THE TRAFFIC PATTERN

F/E

ONE SEVEN N K YOUR TRAFFIC CROSSING THE END
OF THE RUNWAY

F/E

SEVEN N K (NOTE: THE CAPTAIN'S CHANNEL RECORDED
"SEVEN", BUT NOT "N K")

WELL WE MADE OUR ESTIMATE BY I MISSED IT BY
ONE MINUTE SO THAT'S NOT SO BAD HELL [GARBLED]

ED

TWENTY TWO GROUND

GO AHEAD

ED

CHOCKS IN PLACE

ROGER

TWO JULIET CONTINUE TAXI [GARBLED] TURN
LEFT MID FIELD INTERSECTION CLEARED TO RAMP
AIR SEVEN SEVEN N K CLEARED TO LAND

44
*77NK
-P,F/E

SEVEN N K

*TWR
-P,F/E

ROGER

*TWR
-P,F/E

AIR SEVEN SEVEN N K CLEARED TO THE RAMP

*77NK
-P,F/E

SEVEN N K

5 45

(NOTE: NO CONVERSATION OR NOISE FOR NEXT
6 MINUTES ON CAPTAIN'S, CO-PILOT'S OR FLIGHT
ENGINEER'S CHANNELS, AND FOR 30 SECONDS ON
COCKPIT AREA MICROPHONE CHANNEL.)

*PI 22
CAM

(SOUND OF A RINGING BELL)

5 46
IDENTIFIED
CAM

(SOUND OF A PUBLIC ADDRESS SYSTEM
ANNOUNCEMENT IN THE BACKGROUND)

5 47
*PI 22
CAM

HELLO THERE

15 48
*PI 22
CAM

(SOUND OF A SERIES OF CLICKS AND A CHIME)

15 49
IDENTIFIED
CAM

(SOUND OF A PUBLIC ADDRESS SYSTEM
ANNOUNCEMENT IN THE BACKGROUND)

*PI 22
CAM

ROANOKE EIGHTEEN HUNDRED BROKEN AND
FIVE TWO SEVENTY AT FOUR

*PI 22
CAM

(SOUND OF MUFFLED SCRAPING)

*PI 22
CAM

I GOT THE WINDSHIELD HEAT OFF

*PI 22
CAM

O K

*PI 22
CAM

ASHEVILLE IS TWO THOUSAND FIVE HUNDRED
SCATTERED [GARBLED]

WHATA YOU DO GET UP AND TAKE A PEE
EVERY TIME WE LAND

WHO ME?

I 22
M

YEAH

I 22
M

THAT'S ALL I DO ALL I DO

I 22
M

YES SIR

22
M

I'VE BEEN TRYING TO TELL YOU ALL THESE
YEARS I DIDN'T EVEN SUSPECT ANYTHING
I DIDN'T EVEN KNOW WHAT TO LOOK FOR

I 22
M

GOD ALMIGHTY SEVENTY THREE SOULS

I 22
M

WHAT DAY IS TODAY?

I 22
M

TUESDAY AIN'T IT

I 22
M

WEDNESDAY WEDNESDAY

I 22
M

CAME OUT OF HERE WITH SEVENTY

I 22
M

SEVENTY THREE TO ROANOKE [GARBLED]
ASHEVILLE ROANOKE

I 22
M

WINDSHIELD'S ON LOW

IFIED
P/E

O K WE'RE READY TO START ENGINES

I 22
P/E, CAM

O K STARTING ONE TWO AND THREE

I 22
M

BEACON'S ON

EIGHT THREE ZULU ASHEVILLE TOWER

E

35*
180

ONE TWO AND THREE

36*

/E

ROGER I'M ON EXTENDED DOWN WIND OF
ONE SIX

38*

GALLEY POWER AIR CONDITIONING AND PRESSURE

40*
2

WE GOT ALL THAT STUFF STANDBY AND
THE PRESSURE THIRTY NINE POUNDS COMPLETE

45*

/E

NO REPORTED TRAFFIC CONTINUE APPROACH

46*
2

STARTER VALVE

48*
2

(SOUND OF A PERSON WHISTLING)

49*

/E

ROGER TURNING BASE NOW THANK YOU

54*
2

N ONE WE GOT [GARBLED]

58*
2

GOT OIL

59

/E

EIGHT THREE Z NOT IN SIGHT. CONTINUE
APPROACH YOU LINING UP WITH AIRPORT
WITH ONE RUNWAY?

05

E

AFFIRMATIVE

06*
2

CUT OUT

7* I'M OUT BEYOND THE STACK YET I'M ON A
E WIDE BASE

9* (SOUND OF A CLICK)

9* NUMBER TWO

2* START VALVE

9* [GARBLED]

9* CUT OUT

2* THREE

3* THREE

4* START VALVE

8* N ONE

9* OIL

5 TURNING FINAL NOW ABOUT TWO MILES OUT
E I'M THIRTY FIVE HUNDRED M S L

7* CUT OUT

8* (SOUND OF A TONE)
E/E

0* O K DISCONNECT

REPRODUCED AT NARA

THREE ZULU WIND

P, F/E

:04*

22 (SOUND OF TONES)

-P, F/E

:05

R ONE EIGHT ZERO DEGREES AT FIVE CLEARED TO LAND

-P, F/E

:08

RZ ROGER

-P, F/E

:20

C 22 AND TOWER PIEDMONT TWENTY TWO TAXI.

-P, F/E I F R ROANOKE

:24*

I 22 CLEAR RIGHT

M

:25

R PIEDMONT TWENTY TWO RUNWAY ONE SIX

-P, F/E WIND ONE SEVEN ZERO DEGREES AT FIVE

ALTIMETER THREE ZERO TWO SIX

:33

PI 22 TWENTY TWO

-P, F/E

:34*

STIFIED [GARBLED]

pt, F/E

:36*

PI 22 ONE SIX

AM

:46*

PI 22 (SOUND OF A HORN)

, CAM

:52*

PI 22 (SOUND OF A PERSON WHISTLING)

CAM

:12

TWR PIEDMONT TWENTY TWO IS CLEARED TO ROANOKE

, Co-P, F/E AIRPORT VIA DIRECT VALDESE J FIFTY THREE

FLIGHT PLAN ROUTE MAINTAIN FLIGHT LEVEL

TWO ONE ZERO

:22

PI 22 PIEDMONT TWENTY TWO ROANOKE AIRPORT DIRECT

, Co-P, F/E VALDESE J FIVE THREE FLIGHT PLAN MAINTAIN

CAM TWO ONE OH

:27

TWR CLEARANCE CORRECT

, Co-P, F/E

:29*

IDENTIFIED (SOUND OF A CLICK)

t, Co-P, F/E

REPRODUCED AT NARA

P, F/E
 54 :32*
 IDENTIFIED
 Co-P, F/E
 54 :34*
 IDENTIFIED
 Capt
 54 :35*
 *PI 22
 CAM
 54 :41*
 *PI 22
 CAM
 54 :43*
 *PI 22
 CAM
 54 :45*
 *PI 22
 CAM
 54 :48*
 *PI 22
 CAM
 54 :54
 51W
 pt, Co-P, F/E
 54 :58
 TWR
 pt, Co-P, F/E
 55 :01*
 *PI 22
 CAM
 55 :01
 51W
 pt, Co-P, F/E
 55 :04*
 *PI 22
 CAM
 55 :10*
 *PI 22
 CAM
 55 :10
 TWR
 apt, Co-P, F/E
 55 :16*
 *PI 22
 CAM

EIGHT THREE Z TURN LEFT NEXT INTERSECTION
 TAXI TO THE HANGAR RAMP
 (SOUND OF A CLICK)
 [GARBLED]
 GOOD
 J.C. BABY WHO'S DRIVING?
 (SOUND OF A PERSON HUMMING)
 MY LEG TO SLEEP DAMMIT
 SHOOT I COULD USE SOME MYSELF [GARBLED]
 [GARBLED] THIS IS FOUR ONE FIVE ONE WHISKEY
 FOUR ONE FIVE ONE WHISKEY ASHEVILLE TOWER
 ARE YOU GONNA BE HOME TONIGHT?
 THAT'S RIGHT YOU GOT TO GO OUT TOMORROW
 WE WERE TRYING TO REACH YOU ON ONE
 TWO SIX SEVEN WAS UNABLE TO REACH
 DID YOU READ US BEFORE?
 YOU WANT TO GO BY THE STORE AND I'LL
 GET YOU WE'LL GET SOME STEAKS AND
 COOK TONIGHT?
 FLYING SPORTSMAN
 FIVE ONE WHISKEY THIS IS TOWER ARE YOU
 TRYING TO CALL ASHEVILLE RADIO?
 THAT THING'S GOING TO RUST IF THEY DON'T
 START FLYING IT AIN'T IT

116
O-P, F/E
S :18*
I 22
M
S :20
R
O-P, F/E
S :24
M
O-P, F/E
S :36*
I 22
M
S :36
WR
O-P, F/E
S :51
LW
O-P, F/E
S :54
TWR
O-P, F/E
S :56
LW
O-P, F/E
S :01
PI 22
O-P, F/E
S :04
TWR
O-P, F/E
S :07*
IDENTIFIED
O-P, F/E
S :07*
PI 22
CAM
S :09
PI 1022
O-P, F/E

AFFIRMATIVE
THEY DON'T FLY IT VERY OFTEN I DON'T THINK
THEY DO
THEY ADVISE THEY WEREN'T RECEIVING YOU
WHAT IS YOUR POSITION AND REQUEST
WE'RE THIRTY MILES EAST WE'RE V F R TO
NASHVILLE AND WE WANT TO GET YOUR ALTIMETER
AND WEATHER FOR ASHEVILLE ACROSS THE
MOUNTAINS
THIRTY EIGHT MILES EAST
THE ALTIMETER IS THREE ZERO TWO FIVE
ASHEVILLE WEATHER IS TWENTY FIVE HUNDRED
SCATTERED VISIBILITY THREE WITH HAZE YOU CAN
CALL ASHEVILLE RADIO CLOSER IN FOR THE
WEATHER WEST YOU'RE PROBABLY WHAT IS
YOUR ALTITUDE EAST OF THE MOUNTAINS?
WE'RE EIGHT THOUSAND FIVE HUNDRED
YOU SHOULD BE ABLE TO REACH THEM A LITTLE
CLOSER IN
ALL RIGHT I'LL TRY'M ON ONE TWO SIX SEVEN
THANK YOU VERY MUCH
TWENTY TWO IS READY TO GO
PIEDMONT TWENTY TWO HOLD
(SOUND OF A CLICK)
AW SHIT
ARE YOU CALLING PIEDMONT TEN TWENTY TWO?

14
P, F/E
:17
2
P, F/E
:19
P, F/E
:21
2
P, F/E
:24
P, F/E
:26*
22
:30
22
-P, F/E
:38
-P, F/E
:43*
22
4
:46
22
O-P, F/E
:50*
1 22
M
:58
022
O-P, F/E
:00
IR
O-P, F/E

PIEDMONT TWENTY TWO
PIEDMONT TWENTY TEN
TWENTY TWO ARE YOU ON THIS FREQUENCY NOW

ROGER

O K SAY YOUR ALTITUDE

SIX THOUSAND

O K CIRCLE TO LAND RUNWAY ONE SIX WIND ONE EIGHT
ZERO DEGREES AT EIGHT AND SAY POSITION NOW

IGNITION WINDOW HEAT ANTI ICE PITOT HEAT FLIGHT
INSTRUMENTS DIRECTORS AND RADIOS YAW DAMPERS
SPEED BRAKE DETENT FLAPS TWENTY FIVE TWENTY
FIVE GREEN STABILIZER TRIM FIVE POINT NINE
START LEVERS IDLE FLIGHT CONTROLS

I'M FIVE MILES SOUTHWEST OF BROAD RIVER (SOUND
OF A CLICK) TEN TWENTY TWO

PIEDMONT TWENTY TWO HOLD SHORT WE GOT A
COMPANY MARTIN ON APPROACH JUST ABOUT OVER
BROAD RIVER CIRCLING FOR ONE SIX WE
SHOULD HAVE HIM IN SIGHT SHORTLY

[GARBLED]

O K WE'LL HOLD IT SHORT

CANCEL THE DAMN THING PAUL

O K TEN TWENTY TWO WOULD LIKE A CONTACT APPROACH

TEN TWENTY TWO CONTACT APPROACH LEFT OR
RIGHT TURN IN IS APPROVED

:05
022
Co-P,F/E
57 :07
TWR
Co-P,F/E

TEN TWENTY TWO

NOW WHICH WAY WILL YOU BE TURNING IN PLEASE?

57 :12
1022
Co-P,F/E

WE'LL COME UP OUT OF THE WAY OF THE JET
IS HE GOING TO CLIMB STRAIGHT OUT ON ONE SIX?

57 :16
TWR
Co-P,F/E

AFFIRMATIVE WILL YOU BE WEST OF THE LOCALIZER

57 :19*
*PI 22
CAM

HE'S MAKING A RIGHT TURN ON ONE SIX I
GUESS [GARBLED]

57 :23
1022
Co-P,F/E

I'LL GO EAST (SOUND OF A CLICK)

57 :25*
*PI 22
CAM

OH NO

57 :29
PI 22
t,Co-P,F/E,
CAM

TEN TWENTY TWENTY TWO IT IS WE'LL TURN ON
OFF GO TO THE DIRECT TO THE V O R

57 :33
TWR
t,Co-P,F/E

PIEDMONT TWENTY TWO TAXI IN POSITION AND
HOLD

57 :39
PI 22
t,Co-P,F/E

TWENTY TWO ROGER

57 :41
I 1022
t,Co-P,F/E

CANCEL FOR TEN TWENTY TWO NOW

57 :45
TWR
t,Co-P,F/E

TEN TWENTY TWO ROGER CANCELLING

57 :47
PI 22
t,Co-P,F/E

I THOUGHT IT WAS GOING TO TAKE YOU ALL DAY PAUL

57 :48*
PI 22
CAM

HA HA

57 :49
I 1022
t,Co-P,F/E

WELL I'M DOWN HERE AT BROAD RIVER FINALLY

57 :53
PI 22
t,Co-P,F/E,
CAM

ATABOY WE'LL SEE YOU BUDDY

57 :55
I 1022
t,Co-P,F/E

O K

REPRODUCED AT NARA

HA, HA, HA, HA

7 :57*
I 22
M

TRANSPONDER'S ON

7 :58*
I 22
M

O K

8 :00*
I 22
M

[GARBLED] WE'RE NOT CLEARED FOR TAKE-OFF YET [GARBLED]

8 :01
R
Co-P, F/E

PIEDMONT TWENTY TWO MAINTAIN RUNWAY HEADING
UNTIL REACHING FIVE THOUSAND CLEARED FOR
TAKE-OFF

8 :07
22
Co-P, F/E

TWENTY TWO ROLLING

8 :08*
I 22
M

GROUND OFF

8 :09*
I 22
M

O K (SOUND OF A PERSON COUGHING ONCE)

8 :12*
I 22
M

(SOUND OF AN INCREASE OF THE ENGINE WHINING)

8 :12
7Q
Co-P, F/E

ASHEVILLE TOWER MUSKETEER THREE SIX TWO SEVEN
QUEBEC V F R TO SALISBURY READY TO TAXI

8 :18*
PI 22
AM

CHECK YOUR RUDDERS

8 :18
WR
Co-P, F/E

[GARBLED] THREE SIX TWO SEVEN QUEBEC ASHEVILLE
TOWER RUNWAY ONE SIX WIND ONE EIGHT ZERO
DEGREES AT ONE ZERO ALTIMETER THREE ZERO TWO
FIVE

8 :19*
PI 22
AM

YEAH (SOUND OF A PERSON HUMMING)

8 :25*
PI 22
AM

THERE YOU GO MY FRIEND

8 :26
27Q
Co-P, F/E

TWO SEVEN QUEBEC

8 :27*
*PI 22
CAN

LOOKS LIKE THEY'RE LINED UP THERE NOW FLYING GOOD

SET

SECURE

58 :34
71N
Co-P,F/E

ASHEVILLE TOWER BONANZA THREE EIGHT SEVEN
ONE NOVEMBER TAXI AND TAKE-OFF OVER

58 :36
TWR
Co-P,F/E

SEVEN ONE NOVEMBER RUNWAY ONE SIX WIND ONE
EIGHT ZERO DEGREES AT ONE ZERO

58 :38*
*PI 22
CAM

(SOUND OF A MUFFLED CLUNK)

58 :41
71N
Co-P,F/E

ONE SIX ROGER

58 :43*
*PI 22
CAM

[SOUND OF MUFFLED SCRAPING]

58 :45*
*PI 22
CAM

GEAR UP

58 :49*
*PI 22
CAM

(SOUND OF A SERIES OF CLICKS)

58 :54
1022
Co-P,F/E

TOM I'M COMING UP THE HIGHWAY WE'RE DOWN
LOW WE'LL BE OUT OF YOUR WAY

58 :56*
*PI 22
CAM

SKID'S UP

58 :58*
*PI 22
CAM

(SOUND OF A PERSON COUGHING TWICE)

59 :02
PI 22
Co-P,F/E

RIGHTO

59 :02*
*PI 22
CAM

(SOUND OF A PERSON COUGHING TWICE)

59 :03*
PI 22
Co-P,F/E

THANK YOU BUDDY

59 :04*
*PI 22
CAM

SKID UP?

:06*
 22 YEAH

 :07*
 22 FIFTEEN
 E

 :07*
 22 THIRTY TWENTY

 :07*
 22 (SOUND OF MUFFLED SCRAPING)

 :10*
 22 WHICH HIGHWAY? I GUESS THAT
 THING JUST OVER THERE

 :12*
 22 YEAH

 :12*
 1022 ASHEVILLE TEN TWENTY TWO

 :15*
 22 CLIMB ON OUT TO FIVE THOUSAND
 EAST BOUND [GARBLED]

 :18*
 22 LEAVE 'EM AT FIFTEEN

 :19*
 IFIED TEN TWENTY TWO GO

 :22*
 022 ALL RIGHT TEN TWENTY TWO WE'RE IN RANGE
 V F R NOW

 :26*
 IFIED ROGER IN RANGE V F R

 :24*
 1 22 [GARBLED] (SOUND OF A SERIES OF CLICKS
 4 AND MUFFLED SCRAPING)

 9 :30*
 IFIED AND THE ALTIMETER AT ASHEVILLE THREE ZERO TWO
 E SIX

 9 :32*
 1022 THREE ZERO TWO SIX THANK YOU
 F/E

 9 :38*
 I 22 FIVE
 M

 9 :41*
 I 22 CLIMB POWER
 M

:44

O-P,F/E

59 :47*
 IDENTIFIED
 F/E

59 :49
 PI 22
 ,Co-P,F/E,
 CAM

59 :50*
 I 1022
 F/E

59 :51*
 *PI 22
 CAM

59 :52*
 IDENTIFIED
 F/E

59 :54*
 PI 22
 CAM

59 :58*
 1022
 F/E

59 :59*
 IDENTIFIED
 F/E

00 :04*
 PI 22
 AM

00 :10*
 PI 22
 AM

00 :24*
 1022
 F/E

00 :25*
 PI 22
 AM

PIEDMONT TWENTY TWO CLIMB UNRESTRICTED TO THE
 V O R REPORT PASSING THE V O R

TEN TWENTY TWO ASHEVILLE (NOTE: THESE WORDS
 STARTED SIMULTANEOUSLY WITH THE WORD "REPORT"
 IN THE CONVERSATION IMMEDIATELY ABOVE.)

O K UNRESTRICTED TO THE V O R

GO AHEAD (NOTE: THESE WORDS STARTED
 SIMULTANEOUSLY WITH "V O R" IN THE
 CONVERSATION IMMEDIATELY ABOVE.)

I STILL DON'T SEE PAUL

I GOT YOUR RELEASE YOU COMING IN OR
 YOU NEED ANY FUEL?

HE'LL BE RIGHT ON DOWN THERE ABOUT FIVE MILES
 ON DOWN THE HIGHWAY THERE (PAUSE) RAY (NOTE:
 THESE WORDS STARTED SIMULTANEOUSLY WITH THE
 WORD "YOU" AFTER THE WORD "OR" IN THE CONVERSA-
 TION IMMEDIATELY ABOVE)

WHAT DOES THE RELEASE SAY?

ROGER RELEASE SEVENTY FOUR THIRTY TO ATLANTA I F R
 FUEL ASHEVILLE SIX HUNDRED ALTERNATES
 FULTON COUNTY MACON GEORGIA TO ATLANTA WINSTON
 DISPATCH TEN FIFTY LEWIS

(SOUND OF MUFFLED SCRAPING) HE USUALLY
 COMES ABOUT WHAT WE CALL COMING UP
 THE HIGHWAY (NOTE: THESE WORDS STARTED
 SIMULTANEOUSLY WITH THE WORD "THIRTY" IN
 THE CONVERSATION IMMEDIATELY ABOVE)

WELL I'LL CLIMB OUT OF THERE (PAUSE) HE'LL
 BE DOWN LOW [GARBLED]

WE GOT AROUND SEVEN SEVENTY ON HERE
 AND WE WON'T NEED ANY FUEL WE'LL
 JUST YOU GOT ANYBODY GOING BACK?

I'M GONNA GET RID OF YOUR FLAPS THEY'RE
 NOT DOING YOU ANY GOOD AT ALL (NOTE: THESE WORDS
 STARTED SIMULTANEOUSLY WITH THE WORD "HERE" IN THE
 CONVERSATION IMMEDIATELY ABOVE)

127
Co-P,F/E

BONANZA SEVEN ONE NOVEMBER READY FOR TAKE-OFF
RIGHT TURN PLEASE OVER (NOTE: THESE WORDS
STARTED SIMULTANEOUSLY WITH THE WORD "JUST"
IN THE SECOND CONVERSATION ABOVE.)

00 :28*
NTIFIED
/E

NEGATIVE WE'LL GIVE YOU A ONE ENGINE
IF YOU LIKE (NOTE: THESE WORDS STARTED
SIMULTANEOUSLY WITH THE WORD "READY" IN
THE CONVERSATION IMMEDIATELY ABOVE.)

00 :29*
PI 22
AM

WELL I WAS GETTING MY SPEED UP
TO IT THERE

00 :32*
NTIFIED
/E

THIRTEEN (PAUSE) FIFTY FIFTY FIVE I F R
GOOD MORNING THANK YOU

00 :32
WR
Co-P,F/E

BONANZA SEVEN ONE NOVEMBER RIGHT TURN
APPROVED CLEARED FOR TAKE-OFF (NOTE:
THESE WORDS STARTED SIMULTANEOUSLY WITH
THE WORD "THIRTEEN" IN THE CONVERSATION
IMMEDIATELY ABOVE.)

00 :33*
*PI 22
CAM

00 :35*
*PI 22

BRUG 'UM UP ON THE GREEN

00 :35*
PI 1022
F/E

O K THAT'LL BE FIND

00 :36
71N
Co-P,F/E

SEVEN ONE N THANK YOU

00 :37*
IDENTIFIED
F/E

ROGER AND WE'LL SET UP FOR ONE
ENGINE AND BRING THE RELEASE OUT

00 :37*
*PI 22
CAM

SOMEBODY GOT AN ASH TRAY ON FIRE?

00 :39*
*PI 22
CAM

I DO I THINK

00 :41*
*PI 1022
F/E

O K

00 :42*
*PI 22
CAM

YOU KNOW IT COULDN'T BE ME

00 :43*
IDENTIFIED
F/E,CAM

(SOUND OF A CLICK)

:49*
 . 22
 !
~~ASHTRAY ISN'T ON FIRE THAT'S JUST THE~~
~~CIGARETTE THAT'S ON FIRE~~

) :52*
 I 22
 4
 (SOUND OF MUFFLED SCRAPING)

J :54*
 I 22
 M
 I'M SORRY I FUCKED UP AGAIN DIDN'T I?

O :58*
 I 22
 M
 JUST FOR THAT I BURN YOUR DAMN STEAK

L :09*
 I 22
 M
 TWENTY ONE THOUSAND WE GOT UNRESTRICTED

L :11*
 I 22
 M
 YES SIR

J1 :13*
 I 22
 M
 I GUESS HE WANTS ABOUT ONE SIX DOESN'T HE?

J1 :16*
 PI 22
 AM
 I EXPECT HE DOES HE DIDN'T SAY IT THATAWAY

J1 :17
 PI 22
 Co-P, F/E
 MONT TWENTY TWO IS

O1 :18*
 PI 22
 AM
 UGH (SOUND OF LOUD NOISE)

-END-

REPRODUCED AT NARA

Air Crash Hearing Set Here Oct. 9

WASHINGTON (AP) — The National Transportation Safety Board said Monday it will convene a hearing at Asheville, N. C., Oct. 9 on the July 19 airplane collision over Hendersonville, N. C. in which 82 persons were killed.

Board Chairman Joseph J. O'Connell Jr. said one of the board's five members, to be designated later, will head the board of inquiry. He will be assisted by staff officials.

O'Connell said about 21 witnesses would be called. He estimated that the hearing, in Asheville's Grove Park Inn, would last for two days. It will start at 9 a.m. local time Oct. 9.

Involved in the collision were a Piedmont Airlines Boeing 727 jet with 74 passengers and a crew of five, and a Cessna 310 light plane carrying three persons.

September 12, 1967 *Citizen*, Page 13

Improved Air Safety Is Essential

Because of the jet airplane crash here earlier this year, with its tragic loss of life, the people of Western North Carolina are especially conscious of the importance of air safety precautions. They should favor Senate passage of an increased budget for the Federal Aviation Administration—perhaps larger than that approved by the House.

The FAA is faced with an almost fantastic growth of traffic at the nation's airports. It particularly needs more controllers to handle a much increased volume of work. David D. Thomas, Deputy Administrator of the FAA, says that the number of take-offs, landings and overflights handled by each controller is up 178 per cent since 1963.

The proposed FAA budget for fiscal 1968 will add 648 more controll-

ers and 121 maintenance men to the 14,000 who now staff the nation's air traffic centers and control towers. Even if these men are added, each controller will have to regulate 8 to 10 per cent more traffic next year.

The FAA had originally asked for some \$70 million in additional funds for new control towers and electronic equipment, but this money was cut by the Bureau of the Budget before the agency's request went to Congress.

In view of the 10 fatal airline crashes already this year which have claimed 217 lives, the Senate should at least vote sufficient funds to enable the FAA to hire the added controllers and maintenance men already approved by the House. Safety demands that the agency have more personnel to handle the tremendous increase in traffic.

September 25, 1967 Page 4

Ex-Navy Jet Pilot Heads Inquiry Into Air Crash

By LAURENS IRBY
Citizen Staff Writer

A former Navy jet pilot who is now a member of the National Transportation Safety Board (NTSB) will act as chairman of a board of inquiry into a mid-air collision near Asheville Airport that took 82 lives.

Francis H. McAdams, the NTSB member, was appointed Monday in Washington to head a board of inquiry public hearing which will begin at 9 a. m. Oct. 9 at Grove Park Inn in Asheville and is expected to continue for two full days.

Meanwhile, a spokesman for federal district court in Asheville said Monday that no lawsuits have yet been filed in connection with the collision of the twin-engine Cessna 310

carrying three persons and a Piedmont Airlines Boeing 727 south of Asheville Airport July 19.

The commercial airliner, which had just taken off from the airport, carried 74 passengers and a crew of five. All aboard both the jet and the smaller craft perished.

Edward Slattery Jr. of Washington, public information director for the NTSB, said the outcome of the public hearing in Asheville will be the NTSB's issuance of a report detailing the technical cause of the accident and how and why it happened.

Slattery said the report may come out within two or three months of the Oct. 9 hearing.

McAdams will be assisted at the Oct. 9 hearing by

Fritz T. Puls, the NTSB's general counsel; B. R. Allen, director of the NTSB's Bureau of Aviation Safety; and William R. Hendricks, hearing officer of the NTSB's Bureau of Aviation Safety.

Some 21 witnesses, including five eyewitnesses to the mid-air collision, will give testimony, Slattery said.

Names of the witnesses will not be released until the day of the hearing, Slattery indicated.

No persons having a "liability" interest in the case will be permitted to participate, including lawyers or insurance companies representing next of kin of the crash victims.

Slattery said witnesses will be sworn and questioned by members of a "technical panel" of the NTSB.

In addition, questions will also be allowed from "parties of

interest" who aided the NTSB in its investigation on the crash scene. These parties include the FBI, who performed fingerprint work to help identify the broken and charred bodies; Piedmont Airlines who operated the jetliner involved in the crash; the Air Line Pilots Assn.; the Boeing Company which built the jetliner; Lanseair Inc. of Springfield, Mo., an insurance management firm which owned the Cessna 310 involved in the crash; the Aircraft Owners and Pilots Assn., a trade organization of some 130,000 people who own or fly private planes; the Federal Aviation Administration which operated the air traffic control system under which the jetliner and smaller plane were flying.

Of the four men serving on the board of inquiry, all but Puls are former jet pilots.

September 26, 1967 *Citizen*, Page 13

Suit Is Filed In Air Crash

By LAURENS IRBY
Citizen Staff Writer

A \$1-million damage suit was filed in Asheville's federal district court Monday as the result of a mid-air collision July 19 near Asheville Airport that took 82 lives.

Named defendants in the legal action were Piedmont Airlines of Winston-Salem, Rapidair Inc. and Lanseair Inc., two Missouri corporations.

It was the first such damage suit to be brought as the aftermath of the collision of a Piedmont Airlines Boeing 727 jetliner and a twin-engine Cessna 310 private plane owned and operated by Rapidair and Lanseair. The latter is an insurance management firm headquartered at Springfield, Mo.

The action was filed by attorneys for Mrs. Jo K. Krauel, 42, wife and executrix of the estate of one of the passengers who died on the Piedmont flight, Herbert J. Krauel, 52-year-old vice president of the food brokerage firm of Drake and Daye in Miami, Fla. Krauel at the time of the collision had been enroute with a group of brokers

for Stokley Van Camp to attend an annual sales meeting at White Sulphur Springs, W. Va.

Bill R. Colson of Miami, one of the attorneys who filed the suit, said indications are the matter will come up for trial early in 1968 and no later than the summer of 1968.

The suit contained four main counts listing incidents of alleged negligence on the part of the defendants. The overall amount of damages sought, said Colson, is \$1 million.

Piedmont Aviation Inc. was

—Turn To Page 11

Air Crash Suit Filed

—Continued From Page One

named alone in two counts and in a third count jointly with Rapidair and Lanseair Inc. The two Missouri corporations were named in one count and were also included in the joint count with Piedmont.

The lawsuit further contended that air traffic control personnel of the Federal Aviation Administration "were guilty of concurring negligence." However, the suit said that "because of procedural rules now existing," the FAA and the U.S. government were not "at this time" being made a party to the action.

The FAA personnel were manning a control tower at Asheville Airport when the collision occurred as the jetliner took off for Roanoke, Va. and the private plane prepared to land from a flight originating in Charlotte, N. C. The airport has no radar facilities to keep air traffic under surveillance.

Transcripts of radio conversation between the Asheville Airport tower and the Cessna 310 indicated that the private craft had been ordered to proceed to a radio beacon 6.2 miles west-northwest of the airport as a preliminary to landing. However, when the crash took place, the smaller plane was south of the airport.

Passenger Krauel, whose relative brought the damage suit, had bought a ticket on the Piedmont flight from Atlanta, Ga.

to Roanoke, Va., the lawsuit said.

Alleged negligence attributed to Piedmont Airlines by the lawsuit included charges that the airline had breached a contract to provide Krauel with safe transportation by failing to maintain a proper lookout for other aircraft while operating under visual flight rules.

The suit contended Piedmont failed "to take reasonable and safe precautions" when the jetliner was operating in the vicinity of other aircraft and had failed to advise its employees as to pilot procedures under air traffic conditions.

Papidair and Lanseair, which owned the small plane, are accused of "carelessly operating, maintaining and/or controlling said aircraft with respect to its piloting, maintenance, supervision and/or navigation procedures."

The two Missouri firms are also charged with responsibility for the smaller plane's alleged failure to keep a proper lookout for other aircraft while flying under visual flight rules.

C. G. Brown Jr. of Winston-Salem, vice president for Piedmont, had no immediate comment on filing of the damage suit.

Another Piedmont spokesman, T. W. Morton, the firm's comptroller and secretary, said, "We have not received a notice of this yet and until we receive a notice of the summons we would not have any comment."

The National Transportation Safety Board (NTSB) will open a two-day hearing into causes of the mid-air collision here Monday. The hearing will commence at 9 a. m. at the Grove Park Inn.

The Piedmont jetliner carried 74 passengers and a crew of five. The Cessna 310 carried three men including the pilot. All perished.

Jetliner Crash Hearing Will Open Here Monday

By LAURENS IRBY
Citizen-Times Staff Writer

The last words uttered by the crew of a Piedmont Airlines jetliner on a collision course with a private plane will be read into the record here Monday as a formal inquiry begins into the mid-air crash that took 82 lives.

The National Transportation Safety Board (NTSB) will have a transcript of the closely guarded contents of the voice recorder from the Piedmont Boeing 727 placed into the hearing record on the first day of the proceedings.

The voice recorder of a commercial jet transcribes all conversation in the plane's cockpit. It is encased in a special container allowing it to withstand a force of 100 G's (100 times the force of gravity).

The voice and flight recorders were salvaged from the wreckage of the Piedmont plane after it collided with a Cessna 310 near Asheville Airport July 19 and plunged to earth two miles northeast of Hendersonville.

Seventy-four passengers and a crew of five died on the jetliner, while three men in the Cessna 310 also perished. Among the jetliner victims were John T. McNaughton, who had recently been designated Secretary of the Navy by President Lyndon B. Johnson, and McNaughton's wife and son, Theodore.

The NTSB hearing which is expected to last two days, opens at 9 a.m. Monday at Grove Park Inn.

In addition to the transcript of contents of the jetliner's voice recorder, the NTSB staff will

place into the record written statements taken from 60 eyewitnesses to the collision.

Edward Slattery Jr. of Washington, public information director for NTSB, said agency officials had interrogated more than 100 persons who saw the crash and took written statements from 60.

Five of the eyewitnesses will give direct testimony during the hearing.

Purpose of the hearing will be to elicit testimony that will aid the NTSB when it writes its report on the crash and attempts to pinpoint the cause. The report may be issued within two or three months.

Francis H. McAdams, a former Navy jet pilot and member of the NTSB, will be chairman of the board of inquiry. He will be aided by Fritz T. Puls, the NTSB's general counsel; B.R. Allen, director of the agency's Bureau of Aviation Safety; and William R. Hendricks, hearing officer of the Bureau of Aviation Safety.

Twenty-one witnesses are expected to be called.

A technical panel as an adjunct of the NTSB will question the witnesses. Additional questions will be allowed from "parties of interest" to the proceeding.

The parties of interest include organizations who aided the NTSB in its on-the-scene in-

vestigation such as the FBI, Piedmont Airline officials, the Air Line Pilots Assn., and the Aircraft Owners and Pilots Assn.

The board of inquiry, in writing its final report, may make recommendations as to the need for new Airways safety legislation — if it feels such is necessary. The Asheville collision set off demands from some members of Congress that private aircraft be barred from landing at commercial airports.

The Piedmont jet liner, Flight 22 from Atlanta to Washington, was in the process of taking off from Asheville Airport, headed for Roanoke, Va. when it collided with the Cessna 310 plane, headed in for a landing from a flight from Charlotte.

A \$1 million damage suit was filed Oct. 2 in Asheville's federal district court against Piedmont Airlines and two Missouri corporations which owned the small plane. The widow of a passenger who died on the jetliner, Mrs. Jo K. Krauel of Miami, Fla., charged that crews of both aircraft were negligent.

The NTSB held a pre-hearing conference in Washington Friday in preparation for the week's activities here. It consulted with the parties of interest as to what witnesses will testify on the various phases of the inquiry.

Record Indicates Jet Crew Never Knew What Hit Them

By LAURENS IRBY
Citizen Staff Writer

A casual conversation about an "ashtray on fire" and a query from the plane captain about climbing to higher altitude—"last words" preserved on a cockpit voice recorder—indicated Monday the crew of a Piedmont Airlines jet never knew what hit them in a July 19 mid-air collision.

The crash near Asheville Airport took 82 lives, of which 79 were on Piedmont's Boeing 727 jetliner headed from Asheville

to Roanoke, Va. Three victims were on a Cessna 310 preparing for a landing here after having taken off at Charlotte. The two aircraft came together at one minute and 18 seconds after noon July 19 at an altitude of 6,132 feet mean sea level about eight miles southeast of Asheville Airport. The collision altitude, when the airport's natural elevation is considered, was actually 4,048 feet above the ground.

The transcribed contents of the voice recorder recovered from wreckage of the Piedmont jet were presented as an exhibit on the opening day of a

hearing into the crash. The National Transportation Safety Board (NTSB) opened the hearing at Grove Park Inn. The session will continue Tuesday.

The final words uttered by jetliner Capt. Raymond Frank Schulte, 49, of Norfolk, Va., First Officer Thomas Calvin Conrad, 30, of Winston-Salem, and flight engineer Lawrence Cary Wilson, 37, of Norfolk, Va.—as preserved on the recorder—seemed to indicate they were unaware of the approach of the Cessna craft from out of the east on a collision course.

The jetliner had just taken off from Asheville Airport.

The cockpit exchange went like this (with the time indicated in minutes and seconds):

12:00 and 37 seconds—Wilson: "Somebody got an ashtray on fire."

Capt. Schulte: "I do, I think."

12:00 and 42 seconds—Conrad: "You know it couldn't be me."

12:00 and 50 seconds—Capt. Schulte: "Ashtray isn't on fire. (That's it). It's the cigarette that's on fire."

12:00 and 54 seconds—Wilson: "I'm sorry—I . . . up again, didn't I?"

12:00 and 58 seconds—Wilson: "Just for that, I'll burn your damn steak."

12:01 and 9 seconds — Capt. Schulte: "Twenty-one thousand (feet altitude) we got unrestricted (the plane's altitude clearance)."

Conrad: "Yes, sir."

12:01 and 13 seconds — Capt. Schulte: "Does he (Asheville tower) want us about out of six (thousand feet altitude), doesn't he?"

12:01 and 16 seconds — Con-

—Turn To Page Six



Careful Listeners

Francis H. McAdams, left, chairman of the National Transportation Safety Board (NTSB) board of inquiry, and Fritz T. Puls, NTSB general counsel, took full note of testimony from 10 witnesses in Asheville Monday as an inquiry began into a July 19 mid-air collision that took 82 lives. (Staff Photos by Bert Shipman)



PIEDMONT PILOT CAPT. PAUL S. SNELL

. . . answered questions about pilot training and regulations



Air Crash Hearing Pits Eyewitness, Legal Brains And Credibility

Thomas H. Conner (left) of Hendersonville, an eyewitness, told 150 persons at a National Transportation Safety Board (NTSB) hearing here how a small plane made a desperate last-minute effort to avoid a collision with a Piedmont Airlines jet last

July. The effort failed and the two planes collided near Asheville Airport, killing 82 persons. Taking part in witness questioning was W. P. Sanders (center foreground), representing Piedmont Airlines, and Joe C. Greene (right), who was in charge of

questioning for Lanseair Inc. of Springfield, Mo., which owned the small plane. The outcome of the hearing, which continues Tuesday, will be an NTSB report pinpointing cause of the collision. Both Piedmont and Lanseair are interested in the outcome

since both have been named defendants in a \$1 million damage suit brought by a widow of one of the jetliner victims. The widow, a Miami woman, charged pilots of both Piedmont and Lanseair were negligent. (Staff Photos by June Glenn Jr. and Bert Shipman)

Probe Evidence Indicates Piedmont Jet Crew Never Knew What Hit Them

—Continued From Page One

rad: "I spec he does. He didn't say thataway."

12:01 and 17 seconds — at this point, one second before the collision, the transcript shows the jetliner began a radio message that started, "And (flight) twenty-two is . . ."

At 12:01 and 18 seconds the cockpit recorder noted its final spoken sound: "Ugh" followed immediately by a sound similar to rushing air which continued for about five seconds. The tape continued to run: It played out at 12:01 and 23 seconds.

Some eyewitnesses to the disaster suggested in their testimony Monday that the pilot of the Cessna 310 — John David Addison, 48, of Upland, Calif. — made a desperate effort seconds before impact to pull his craft into a steep bank and rise above the jetliner.

Thomas H. Conner, a medical technologist, of Timber Rock Road Hendersonville, who was building a swimming pool in the yard of his home near the crash scene, recalled that "a couple of seconds" before the collision, the Cessna "made a steep bank — I'd say 20 to 25 degrees."

Another eyewitness, Vance R. Davis of Route Four, Hendersonville, who was at the corner of Ashe Street and Seventh Avenue in Hendersonville a mile and a half from the crash site, told the hearing that just before impact the Cessna "just stood on its tail."

But the maneuver failed. Conner, who remembered the jetliner as being in a left turn ("a fairly sharp bank") recalled that the Cessna had been flying a level course before its unsuccessful evasive maneuver.

The Cessna, said Conner, "hit underneath the left side of the

nose of the jet. The tail section of the small plane embedded in the nose of the big plane. When the small plane hit the nose of the big one, it knocked it (the jet) up. It (the jet) split in front of the wing. Debris started spewing out—debris and bodies. It came down with the nose dropping almost straight down. Before it got to the ground, it flipped upside down and exploded about three or four feet above the tree tops."

Conner said the two planes remained locked together in their death plunge.

Paul Duncan, a general landscaping contractor of Hendersonville, told how he was in his back yard unloading a tractor when he spotted the Piedmont jetliner in a climb and turning. He saw the small plane only three or four seconds before the collision.

And then, said Duncan, "the big plane plunged forward a

short distance and winged back over to the right. It fell about 500 feet and blew up. He was about 500 feet from the ground before he blew up."

Eyewitness Conner was asked by an attorney whether the small plane would have passed under the nose of the jetliner if the smaller craft had not "pulled up sharply" in its evasive maneuver.

"Yes, sir, it would," replied Conner.

There was disagreement among the witnesses as to whether the jetliner had barreled out of a haze into the collision position.

Conner said the jetliner emerged from haze, but added that both aircraft were out of the clouds when the impact occurred.

Eyewitness Davis contended that the jet did not "come out of the clouds" and there was no restrictions on visibility between the two aircraft.

All told, four eyewitnesses who were on the ground and two who were airborne in other planes testified Monday. The ground observers differed in whether they thought the jetliner was turning, climbing or traveling straight at the time of the crash. The airborne witnesses were unable to add as much detail as the ground observers.

The afternoon session was devoted to questioning of a Piedmont Airlines captain who flew a propeller version and second

section of the ill-fated Boeing 727 flight into Asheville; a maintenance man at Charlotte Airport; and two air traffic controllers of the Federal Aviation Administration (FAA) based in Atlanta.

Hard questioning by Joe C. Greene, representing Lanseair of Springfield, Mo. which owned the Cessna involved in the crash, and John S. Yodice of the Aircraft Owners and Pilot Assn., the professional organization for private pilots, indicated they will look for irregularities in Piedmont Airline's flight procedures.

The two men grilled Piedmont pilot Capt. Paul S. Snell of College Park, Ga., who piloted a propeller "second section" of the jetliner flight into Asheville Airport July 19 just after

the jet plane took off for disaster.

They asked Snell about airport departure restrictions and federal aviation regulations.

Snell was told by one questioner that the jetliner was 27 minutes late on arrival in Asheville. Snell was asked whether the jetliner captain might have been "under pressure" to make up the delay.

"I can't say," replied Snell. "We try our best to stay on schedule."

The lawyer who was pursuing this line of questioning indicated he would reserve further queries for Piedmont's director of Flight Operations, Capt. W. O. Tadlock, who has yet to testify.

Capt. Snell was asked if Piedmont has regulations barring

the crew from smoking in their aircraft's cockpits.

"I've never seen one that would say you could not," Snell replied.

The two air traffic controllers — Verl W. Hawkins of Jonesboro, Ga. and Fred H. Pike of Forest Park, Ga. — told how Pike relieved Hawkins in guiding aircraft within Section R-9 which includes Asheville) at the Atlanta Air Route Traffic Control Center as the Cessna 310 headed in for what it thought would be an uneventful landing July 19.

The Atlanta center had radio and radar contact with the small plane between Charlotte and Asheville.

Hawkins said he controlled the small plane until it was about 17 miles east-southeast of the Asheville Vortec, a radio navigation aid on Sugar Loaf Mountain, at which time Pike took over.

Hawkins testified that he informed the small craft to expect instructions for an instrument landing approach at Asheville Airport.

Under an ILS approach, a pilot would expect to make his entry from the south.

Later Asheville tower told the small plane to make an ADF-2 approach (meaning the small craft had to proceed to a radio beacon north of the airport).

Hawkins said that the Atlanta center's status board

showed ILS approaches were in effect at Asheville Airport. Hawkins said Asheville Approach Control had not advised him of any change to ADF-2.

Some backers of the small plane have hinted the pilot may have been confused by the landing instructions.

Pike answered questions about his role. He indicated he followed the course of the small plane for four or five miles before it went under control of the Asheville tower, which has no radar. He said the last time he observed the small plane it was 10 or 11 miles east of the Asheville Vortec on Sugar Loaf Mountain.

He was questioned about Asheville Airport departure procedures.

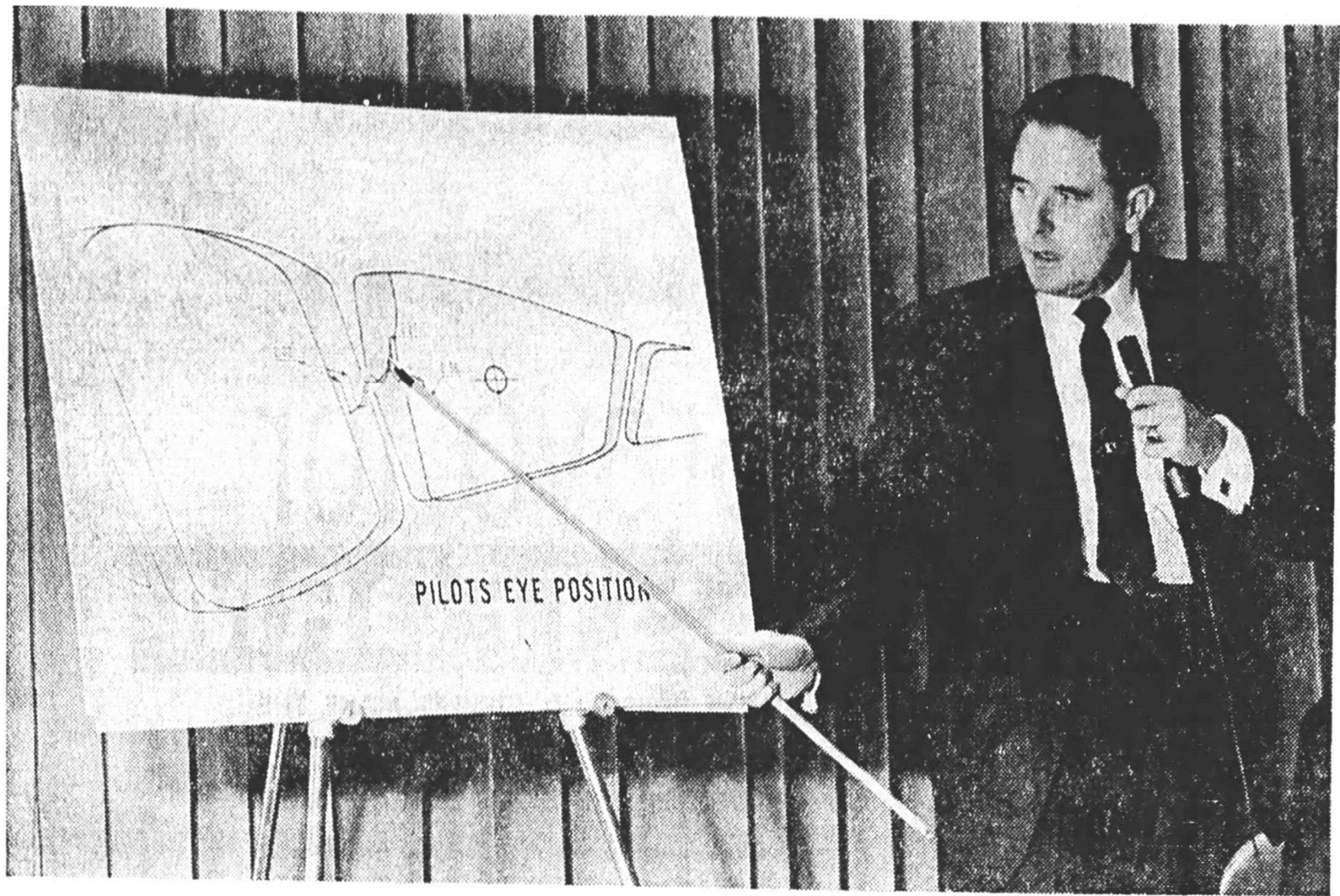
The hearing recessed until 9 a. m. Tuesday, when 11 more witnesses are to be heard.

Ten witnesses testified Monday.

Some 150 persons attended the opening of the hearings.

Among those present was the brother of Navy Secretary-designate John T. McNaughton, who perished aboard the Piedmont plane with his wife and son, Theodore. The brother, Joe McNaughton of Pekin, Ill., was accompanied by two attorneys representing McNaughton's estate. The McNaughton family owns several newspapers and radio stations in the Midwest.

Presiding at the hearing is Francis H. McAdams, an NTSB and former Navy jet pilot.

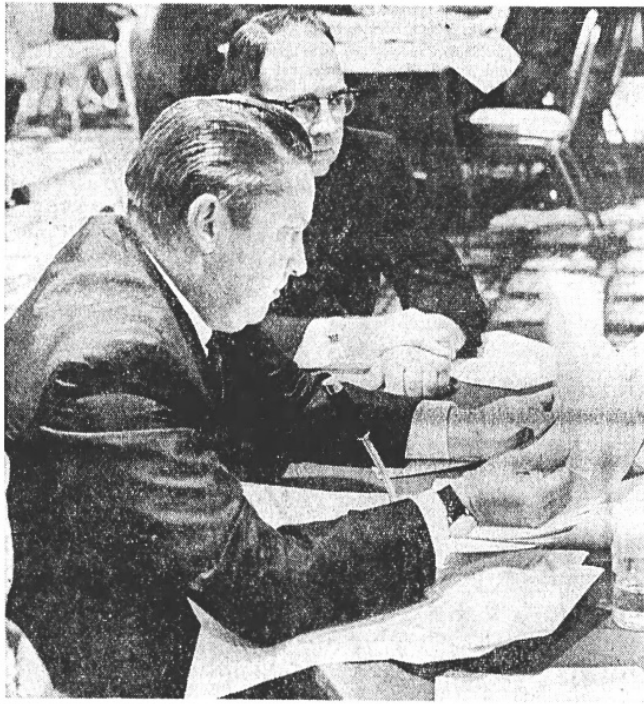


Possible Cockpit View

Bernard C. Doyle, chief of the human factors branch, Bureau of Aviation Safety of the National Safety Transportation Board, showed this drawing of the possible view which the pilot of a Piedmont jetliner had just prior to a mid-air collision July 19.

the pilot would have had with only one eye while Shaded areas on the windshield indicate views that the jagged lines across the windshield represent the Cessna's path left to right. (Staff Photo by Richard L. Hyatt)

October 11, 1967 *Citizen*, Page 1



Hearing Arbiter

Francis X. Graves (foreground), air safety investigator for the National Transportation Safety Board, wrote a report which officially concluded that a Cessna 310 plane was off assigned

course when it collided with a Piedmont Airlines jetliner July 19 near Asheville Airport. The report was introduced at an NTSB hearing here. (Staff Photo)

Air Crash Hearing

Pilot Had 7-Minute Notice For Landing

By LAURENS IRBY
Citizen Staff Writer

A participant in the second day of an air crash hearing said here Tuesday the pilot of a small plane which collided with a Piedmont jetliner got seven minutes notice on his landing instructions.

The small plane, a Cessna 310 owned by Lansair Inc. of Springfield, Mo., an insurance management firm, collided with a Piedmont Airlines Boeing 727 jet July 19 near Asheville Airport. Eighty-two persons were killed.

The smaller craft had been preparing to land at the time, while the jetliner had just taken off for a flight to Roanoke, Va.

James C. Watkins, air traffic control specialist at Asheville Airport, testified at the hearing that the Cessna plane got radioed instructions to proceed to a radio beacon 6.2 miles west-northwest of Asheville Airport seven minutes before the small craft would have had to begin his landing approach over the beacon.

And an official of the Federal Aviation Administration (FAA) who helped draw up instrument approach procedures when Asheville Airport opened in 1961 told the hearing he would not have hesitated to query the Asheville tower if he as an incoming pilot failed to understand radioed landing instructions.

The Cessna plane — five minutes after it got its landing instructions from Asheville tower — was involved in the collision with the Piedmont jetliner about eight miles southeast of Asheville Airport.

William Fiest of East Point, Ga., chief of the FAA's aircraft management branch for the Southern region, who helped draft the local airport's approach procedures, said he would have had no trouble interpreting the Asheville Tower's radioed instructions.

The instructions were: "Cleared over the VOR (a radio navigation check point on Sugar Loaf Mountain 15 miles east of Hendersonville) to Broad River (a radio beacon 11.2 miles south of Asheville Airport.) Correction, make that the Asheville Radio Beacon located 6.2 miles west-northwest of the airport.) Maintain 7,000 (feet altitude.) Report passing the VOR."

Fiest was asked by an attorney what he would have done if he — like the Cessna pilot — had been told earlier by an air controller at the Atlanta Air Route Traffic Control Center to expect an instrument landing system (ILS) approach which

—Turn to Page Eight

October 11, 1967 Citizen, Page 1

Witness Says Cessna Pilot Had Seven-Minutes Notice For Landing

—Continued from Page One

would have involved an approach to Asheville Airport from the south.

Replied Fielt: "I'd probably ask the controller (at Asheville tower) what happened to my ILS?"

The hearing that entered its second day is being conducted by the National Transportation

Safety Board (NTSB) at Grove Park Inn. The NTSB, after hearing all testimony, will issue a report pinpointing causes of the mid-air collision. This report is expected in several months.

Meanwhile, a report distributed Tuesday by board personnel revealed for the first time that of the 82 victims on the two airplanes, "at least" 23 including three men aboard the

Cessna died as a result of free falls from the collision altitude of 6,132 feet mean sea level (4,048 feet above the ground locally.)

The remainder, said the report, died as a result of "traumatic injuries" (those produced by violent motion) connected with "the forces of deceleration" as the planes came together.

The report said "a background investigation of the crews involved did not divulge any information which might have had a bearing on the accident cause."

An earlier report pointed out that the collision occurred at a point that was some three and a half miles from the closest point of "protected airspace" assigned to the Cessna in connection with its landing instructions to proceed to the Asheville Radio Beacon.

Under such instructions, the protected airspace which other aircraft would have been steered around by Asheville Tower extended four nautical miles on either side of a direct line along the proposed route for the Cessna.

A "structure group" of the NTSB which investigated the crash said in another report released Tuesday that the Cessna made initial contact with the jetliner at the lower left section of the jet three inches forward of the left nose gear forward door.

The Cessna's left outer wing struck the jetliner first as the

two craft approached — the jet being in a turn to the east and the Cessna flying out of the east.

The report continued: "The relative position of the Cessna was such that it penetrated the Boeing 727 fuselage at the lower 41 section initially with parts of the Cessna 310 exiting from the right side of the Boeing 727 forward of the galley service door frame."

Watkins, who was approach controller at the Asheville Airport at the time of the July 19 collision, testified for about three hours Tuesday, the longest of any witness so far.

He was asked by an attorney why he inserted the correction in the landing instructions to the Cessna aircraft, a factor that some imply may have confused the pilot. The correction was intended to send the smaller plane to the north of the airport rather than the south.

Replied Watkins: "I decided that it would be beneficial to the other aircraft concerned. It would expedite the entire traffic situation . . . because of departing aircraft."

At the time of the incident, the Asheville Airport had the Piedmont jetliner waiting on the ground to take off to the south and a second section of the Piedmont flight was preparing to come in for a landing. The airport has only one runway and no radar.

He testified that he issued the landing instructions to the Cessna more than two minutes before the small craft reached the VOR on Sugar Loaf Mountain and seven minutes before the small plane would have had to reach the Asheville Radio Beacon north of the airport.

A questioner asked Watkins if both the Piedmont pilot and the Cessna pilot had conformed to their clearances, would there have been any possibility of the

two planes colliding.

"No, sir," replied Watkins.

Bernard C. Doyle, chief of the human factors branch of NTSB's Bureau of Aviation Safety, displayed a series of black and white sketches showing what might have been the sight-line of crews in cockpits of the two craft. He said the drawings were based on assumptions that the Boeing 727 jet was climbing and the Cessna was descending from above the larger plane.

However, these assumptions seemed to be in contradiction to the structure group's factual report that the small plane first struck the lower portion of the jet's nose.

In his presentation Doyle assigned certain periods of time that the two aircraft crews might have been able to see each other at the prevailing four mile weather visibility.

An extensive amount of questioning centered around the departure procedure existing at Asheville Airport under instrument flight conditions. The Piedmont jetliner took off under such conditions July 19.

Testimony indicated that the usual departure procedure under such conditions is for the plane to take off to the south on a course of 162 degrees and continue to the Broad River radio beacon 11.2 miles south of the airport. When the plane reaches an altitude of 5,000 feet mean sea level it may continue to climb on course after reaching the beacon.

There was an implication in hearing testimony that the Piedmont jetliner started its turn before he got to the Broad River beacon.

Watkins said that a minute after the jet took off, it was advised by Asheville tower it could proceed unrestricted to the VOR

on Sugar Loaf Mountain.

Howard L. Flohra of Fairfax, Va., chief of the FAA's airspace and procedures branch cleared up the matter by saying flatly that there is no regulation that requires a pilot to comply with the instrument flight rules departure procedure.

It was explained by other witnesses that the procedure as applied to Asheville Airport was an advisory to insure pilots cleared terrain features.

However, in no case could planes depart with a clearance of under 4,100 feet because of the mountainous terrain.

An attorney for the Aircraft Owners and Pilots Assn., John S. Yodice of Washington, D. C., suggested in his questioning that the FAA's air controllers should be encouraged to have pilots repeat back instructions when they are amended to make sure they are understood.

The hearing went into a four-hour night session Tuesday which featured two more witnesses. In all the NTSB listened to seven witnesses during the long day.

Robert W. Martin, chief of the FAA's air traffic control operations and procedures division, was queried as to whether the FAA may one day require aircraft pilots to "read back" clearances they receive from airport towers for entry into new areas, take-offs, etc. This would presumably eliminate misunderstandings and confusion.

The issue was raised earlier in a discussion about whether the Cessna pilot should have been required to read back his amended landing approach clearance.

Martin replied that "we're still considering it" (requiring read-backs).

However, he added that the

current FAA policy is that pilots may give read-backs on instructions if they desire or the individual air traffic controller may ask for a read-back from a pilot.

Martin said that so far his agency has not taken steps to make the procedure mandatory because it would add to the communications load of air traffic controllers.

Francis H. McAdams, chairman of the NTSB board of inquiry, denied a request by attorney John S. Yodice of Washington, D. C., who asked that a group he represents be allowed bring in a special witness Wednesday.

Yodice, representing the Aircraft Owners and Pilots Assn., said his group wanted to present an expert witness who would testify that air traffic controller involved in the July mid-air collision had not been following provisions of the Air Traffic Control Procedures Manual, which is the internal working manual for the FAA.

Yodice observed that his witness would testify in light of numerous FAA personnel who testified that the controllers had complied with the manual procedures.

However, McAdams said he was denying the request because the AOPA's expert witness could offer no "factual information" on the July mid-air collision. McAdams said the

NTSB is capable of making its own analysis and arriving at the cause of the accident.

Officials of Lanseair Inc. of Springfield, Mo. which controlled the small plane involved in the collision, joined in the request that was denied.

The hearing will reconvene at 8:15 a. m. Wednesday at Grove Park Inn. Three more witnesses are to be heard on the final day of the proceedings.

8 THE ASHEVILLE CITIZEN, Wed., Oct. 11, 1967

October 11, 1967 Citizen, Page 8

Slim Chance Arises Novice Flying Cessna

By LAURENS IRBY
Citizen Staff Writer

A weird possibility that a pilot with little training in multi-engine planes was at the helm of a twin-engine Cessna which smashed into a commercial jetliner last summer was explored at an air crash hearing here Wednesday.

Some slim basis for the possibility came from witnesses who supplied data indicating Cessna pilot J. David Addison of Springfield, Mo. may have been allowing two passengers to take turns in the pilot's seat during a July 18-19 flight from Springfield to Asheville, via Charlotte.

The passengers in the Cessna, owned by an insurance management firm, Lanseair of Springfield, were Ralph E. Reynolds, vice president for claims at Lanseair who did not hold a pilot certificate; and Robert E. Anderson, another

Lanseair employee who held a private pilot certificate rated for single engine aircraft only.

The question of who was really piloting the Cessna July 19 at 12:01 p.m. and 18 seconds when it strayed off assigned course and plowed into a Piedmont jetliner was raised in witness interrogation on the final day of the crash hearing at Grove Park Inn.

No conclusion could be reached because the three men on the Cessna and the 79 persons aboard the Piedmont Boeing 727 all perished as the mass of wreckage plunged to earth eight miles southeast of Asheville Airport.

What spurred the questioning along this line were statements given by personnel at the Charlotte Airport, where the Cessna stopped enroute to Asheville.

An "operation group" of the
October 12, 1967 *Citizen*, Page 1

National Transportation Safety Board (NTSB) said in an official report that two witnesses at the Charlotte Airport had identified photographs of Reynolds, the non-pilot, as the member of the trio who sat in the left front seat normally occupied by the

—Turn To Page Three

Slim Chance Arises That Novice Flying Cessna

—Continued from Page One

pilot.

The identification of Reynolds came from R. S. Cochran, general manager of Cannon Executive Terminal, and Furman Burt, the "line boy" who refueled the aircraft.

The operation group report did not indicate at what point Cochran and Burt took Reynolds to be the pilot.

The report quoted Cochran as saying, "Reynolds appeared to be the man who I thought was the pilot since I thought he was on the phone to the Flight Service Station (which supplies weather and other data for pilots). . ."

Burt told the NTSB group to the best of his recollection Reynolds occupied the pilot's seat and the man in the right front seat (that of the co-pilot) was Addison. Burt later appeared as a witness at the three-day hearing conducted here by a board of inquiry from NTSB. He repeated his statement.

Renewed questioning on the issue arose Wednesday as Milton B. Rhoads of Springfield, Mo., chief pilot for Lanseair, took the witness stand.

Rhoads said he had listened to recorded tapes of radio conversation between the Cessna aircraft and Charlotte tower as it taxied out to begin its fatal flight to Asheville.

The person who made the radio transmissions from the Cessna as it taxied, said Rhoads was Anderson.

But a later recording of radio conversation made as the Cessna flew over the Asheville VOR, a radio navigation aid 15 miles east of Hendersonville, showed Addison was making the transmissions, according to Rhoads.

Addison, 48, had logged 10,000 hours as pilot-in-command and held a commercial pilot's license rated for single and multi-engine aircraft. He was also qualified as an instructor.

Rhoads pointed out that the Cessna had dual controls and the space between the pilot and co-pilot's seat was only "about a foot." He said the aircraft instrument dials can be seen from both seats.

It was explained that the microphone for the Cessna's radio transmitter was accessible from either the pilot or co-pilot's seat, whereas the occupant of the rear seat would have difficulty using the microphone.

Rhoads acknowledged that a person sitting in the right (co-pilot) seat of the Cessna would have trouble tuning the plane's ADF (Automatic Direction Finder) receiver properly.

The receiver picks up signals from radio navigation aids, such as the two beacons at Asheville Airport — one north and one south of the facility. The Asheville Airport Tower instructed the Cessna to proceed

to the north beacon as a preliminary to landing. Instead, the Cessna apparently headed for the south beacon and collided with the jetliner which had just taken off.

In issuing its instructions the Asheville Tower first told the small plane to go to the south beacon — then immediately corrected this and ordered the craft to the north beacon.

An official NTSB report released Wednesday showed that when the Cessna's ADF receiver was recovered from the wreckage it was tuned to the frequency of the south beacon, known as the Broad River Beacon.

Rhoads testified that Addison had been giving Anderson instruction in flying multi-engine aircraft before the trio left Springfield for the flight here.

Rhoads was asked if one of the purposes of the Asheville trip was to give Anderson more instruction. Rhoads replied that he did not know. Rhoads told the NTSB panel that he himself had instructed Anderson on points of flying the twin-engine Cessna on two occasions and had flown with him a total of 10 to 12 hours with Anderson getting instruction and earlier acting as co-pilot.

Rhoads said his instruction of Anderson occurred two and a half to three weeks before the July 19 collision.

Another aspect of the Lanseair operation was brought out by Rhoads.

He testified that he had only had his job with Lanseair about 10 months and that when he reported to work, a backlog of revisions to "approach plates" held by the firm had accumulated.

Approach plates are paper charts listing radio navigation aids, headings and other data for airports about the country. (There are eight different approach charts for Asheville Airport.)

Rhoads said he delegated the job of revising Lanseair's approach plates to Anderson and that the revisions were turned over to the latter about 10 days before the collision. Rhoads said Anderson spent two or three days making the revisions.

Testimony introduced at the NTSB hearing said an instrument approach plate torn in half was among papers found in wreckage of the Cessna. The plate for Asheville Airport, dated July 17, 1964, was described as "not current."

However, there was no indication whether this plate was the one the pilot had been referring to at the time.

The three-day hearing was taken up with questioning of 20 witnesses.

The session ended Wednesday and the board of inquiry went back to Washington. The full NTSB will issue a final report pin-pointing the probable cause of the mid-air collision in

several months.

The agency is expected to issue a "summary of facts" as brought out by the hearing here within 10 days, according to Francis H. McAdams, chairman of the inquiry board.

McAdams said that the Aircraft Owners and Pilots Assn. (AOPA), which includes private plane pilots, will be allowed to have a critical analysis of methods employed by air traffic controllers made a part of the hearing record. An attorney for AOPA said earlier that the agency has an expert who does not believe the air controllers — the men manning airport towers and giving instructions to aircraft — are following procedures spelled out in the Federal Aviation Administration's Air Traffic Control Procedures Manual.

A witness for Piedmont Airlines — Capt. Warren O. Tadlock of Winston-Salem, director of flight operations — described the airlines' operating procedures.

Tadlock said he felt it would be "advisable" for airport towers to advise commercial aircraft of other air traffic in their vicinity.

(Testimony at the hearing said that the Asheville Airport tower did not advise the Piedmont jetliner or the Cessna of each other's presence July 19 because the air controller had a radio confirmation from the Cessna that it was flying toward the north beacon and away from the jet's flight path.)

Asked whether Piedmont crew inside the cockpit when the cockpit door is open and the activity is visible to the passengers. "Our normal procedure," added Tadlock, "is that the crew goes with the 'no smoking' sign."

Attorneys queried Tadlock about the "last words" conversation recorded in the jetliner's cockpit by a voice recorder which was later salvaged from the wreckage. The conversation indicated the pilot, co-pilot and flight engineer were talking about a cigarette fire in the captain's ashtray just before the collision.

Tadlock said the airline has a policy that bars smoking by the

crews inside the cockpit when the cockpit door is open and the activity is visible to the passengers.

"Our normal procedure," added Tadlock, "is that the crew goes with the 'no smoking' sign."

Attorneys elicited information from Tadlock that because of certain mechanical checks and other take-off duties that have to be performed in the cockpit, it's not possible to have "a pair of eyes looking out every second" for other aircraft.

Tadlock said his airline's operating manual does not prescribe a method of look-out except "the normal vigilance required of a pilot."

Another Crash Suit Filed Here

A suit has been filed in U. S. District Court here on behalf of one of the victims of the 1967 Hendersonville air tragedy. It asks for more than \$1 million in damages.

Winifred M. Stephens, executrix of the estate of Rudolph Stephens asks \$1 million from the United States, alleging negligence on the part of Federal Aviation Agency aircraft controllers at the Asheville Airport.

An amount in excess of \$10,000 has been asked from Rapidair Inc. and Lanseair Inc. of Missouri, operators of the private aircraft which collided with a Piedmont airliner.

Stephens was flying from Tampa, Fla., to Roanoke, Va. More than 65 suits have now been filed in federal court here and in state courts over the accident, which killed 82 people.

October 16, 1967 *Citizen*, Page 15

Special charters awards were presented to James O. Taylor, R. N., who was praised for his individual efforts following the crash here July 19 of a Piedmont jet and private air crash.

Henderson County Red Cross article excerpt, October 25, 1967 *Citizen*, Page 22

Second Suit Filed In Jetliner Crash

Charges that the crew of a Piedmont Airlines jet which collided with a smaller twin-engine aircraft here were negligent by failing to keep a proper lookout were cited in a new \$800,000 damage suit filed Friday in U. S. District Court.

The lawsuit — second to be filed as an outgrowth of a mid-air collision July 19 that took 82 lives — was brought in the Asheville court by the estate of a passenger on the jetliner.

Named as defendants in the suit are Piedmont Aviation Inc., of North Carolina, operator of an airliner which was hit soon after takeoff from Asheville Airport, and Lanseair Inc., of Missouri, owners of the twin-engine executive - type plane which struck the larger craft.

The suit was brought by Leonard G. Wright, executor of the estate of Thomas Wells Holt Jr., 52, of Jacksonville, Fla., who was a passenger on the airliner.

The suit is the second to be

filed since the tragedy. The first was filed in the federal court here Oct. 2 and seeks damages totaling \$1 million from the same defendants and another Missouri firm called Rapidair Inc.

The new suit makes several specific allegations not included in the previous one.

The instrument flight plan filed by Piedmont for Flight 22 was a "short cut routing which was not on a federal airway and not along a direct course between navigational aids", the suit declares, and did not meet standards of safety and good practice.

The crew of Flight 22, the suit alleges, "after having received an (instrument) clearance failed to comply with it by maintaining a runway heading until an altitude of 5,000 feet was achieved, and turned from the runway heading instead "after having achieved an altitude of approximately 4,200 feet."

Other charges against Piedmont are that the Boeing 727 jetliner was being operated "at a speed and in a manner greater than was reasonable and prudent under the conditions existing, that the flight crew failed to maintain a proper lookout for other aircraft in the vicinity, and that "the flight crew members were attempting to extinguish an ashtray fire in the cockpit at a time when the Cessna 310 aircraft could have been seen and avoided."

Charges against Lanseair included in Friday's suit were that the pilot failed to "read back" the air traffic control clearance given him by the Asheville approach control, that the crew of the small plane (three men were aboard) failed to familiarize themselves with the proper navigational charts pertaining to the Asheville area, and failed to adhere to the control tower's instructions regarding landing procedure.

November 4, 1967 *Citizen*, Page 5

Piedmont Levels Negligence Charge

By LAURENS IRBY
Citizen Staff Writer

Piedmont Airlines of Winston-Salem says in an answer to a \$1 million damage suit filed against it that negligence of federal employees at the Asheville Airport tower was one of the causes or the sole cause of a midair collision here July 19 that took 82 lives.

The firm, which operated a Boeing 727 jetliner involved in the crash with a small twin-engine private plane, asked U.

S. District Court in Asheville to dismiss the suit against it.

The airline went further and filed a "third party complaint" against the U. S. government under the Federal Tort Claims Act. It demanded that the federal government be required to pay all damages which may be assessed against the airline in the \$1 million lawsuit.

The answer and third party complaint were filed here Friday, a check of federal court records showed Monday.

Meanwhile, the other two de-

fendants in the \$1 million lawsuit — Lanseair Inc., an insurance firm, and Rapidair Inc., both of Springfield, Mo.—filed motions in federal court to have the lawsuit against them dismissed. Lanseair owned the smaller plane involved in the crash, while Rapidair had an arrangement to supply pilots for Lanseair's aircraft.

Attorneys for the two firms contended that U. S. District Court here had not acquired jurisdiction over them because summonses in the case had

been improperly served on them. They said the papers were served on them through N. C. Secretary of State Thad Eure and that this was improper.

A hearing on the motions is expected after the first of the year.

The airline contended in its "third party complaint" that FAA employees at the Asheville Airport control tower "negligently directed" the private

—Turn To Page Two

Negligence Charge Filed

—Continued From Page One

plane, a Cessna 310 carrying three men, on its approach to Asheville Airport and "negligently failed" to maintain separation between the incoming Cessna and the Piedmont jetliner which had just taken off on a flight to Roanoke, Va. and Washington.

As a result, charged the third party complaint, the Cessna and Piedmont jet collided, resulting in the death of 82 persons including Herbert J. Krauel, 52-year-old vice president of the food brokerage firm of Drake and Daye of Miami, Fla. Krauel was a passenger on the jetliner.

Krauel's widow, Mrs. Jo K.

Krauel of Miami, filed the \$1 million damage suit here Oct. 2 against Piedmont Aviation Inc.; Lanseair Inc. and Rapidair Inc.

The Krauel lawsuit accused the three defendants of negligence in connection with the crash.

Among other things, the Piedmont Airlines jet crew was accused of failing to maintain a proper lookout for other aircraft prior to the collision.

In its answer to the lawsuit, Piedmont denied all allegations of negligence on its part.

However, the airline contended that the other two defendants, Lanseair and Rapidair, "were guilty of the negligent acts" maintaining and/or controlling said aircraft (the Cessna 310) with respect to its piloting, maintenance, supervision and/or navigation procedures. . ."

Testimony and data entered into the record at a public hearing on the crash last month showed that an air traffic controller at Asheville Airport told the small plane to proceed to a radio beacon 11.2 miles south of the airport as a preliminary to landing. But the controller immediately amended these instructions so that the small plane would have to proceed to a radio beacon 6.2 miles west-northwest of the airport before landing. The smaller plane acknowledged receipt of the directions. However, the pilot of the smaller craft did not "read back" the instructions and it was never brought out in the testimony whether the pilot understood them.

Testimony further showed that once the Cessna pilot

rogered for the landing instructions, the Asheville tower removed a restriction on the Piedmont jetliner, which had just taken off and been told to proceed to the radio beacon south of the airport and keep to 5,000 feet altitude. However the tower lifted this restriction on the jet once it had received radioed word that the Cessna was supposedly headed toward the north beacon.

The jet then began a turn to the east before reaching 5,000 altitude and the small beacon and collided with the small plane about eight miles southeast of Asheville Airport.

Piedmont

Answers

2nd Suit

Piedmont Airlines of Winston-Salem — in an answer to an \$800,000 damage suit — has denied allegations of negligence in connection with a July 19 mid-air collision here.

Eighty-two persons died in the collision of a Piedmont Boeing 727 jetliner and a small private twin-engine plane eight miles southeast of Asheville Airport.

The airline's answer to the suit, brought by the executor for the estate of Thomas Wells Holt Jr., 52, of Jacksonville, Fla., a passenger on the airliner, was filed Monday in U. S. District Court.

The answer was similar to that filed by Piedmont in a \$1 million damage suit brought by the widow of another victim, Herbert J. Krauel, 52, of Miami, who was a passenger on the jetliner.

In both suits, Piedmont filed a third party complaint against the U. S. government, alleging that employees of the Federal Aviation Administration manning the Asheville Airport tower were negligent by failing to maintain proper separation between the two planes prior to the collision.

The airline asked that the U. S. government be required to pay all damages which might be adjudged against Piedmont in the Holt and Krauel lawsuits.

Suits For More Than \$4.5 Million Filed In Hendersonville Air Crash

HENDERSONVILLE — Suits asking a total of \$4,650,000 for the estates of seven persons killed in the air crash near here last July have been filed in Henderson County Superior Court.

Piedmont Aviation Inc. of Winston-Salem and Lansair Inc. of Missouri were named as co-defendants in each of the seven new suits filed Tuesday.

Two suits seeking a total of \$1,800,000 have previously been filed in U. S. District Court in Asheville, both also naming Piedmont and Lansair as defendants.

The midair crash of a Piedmont jet and a twin-engine Cessna claimed the lives of 81 persons near Asheville Airport in the vicinity of Hendersonville last July 19.

There were 78 persons in the jet, and three in the executive-type craft owned by Lansair.

Each of the new suits was filed by Jefferson H. Bruton of the Hendersonville law firm of Crowell and Crowell, according

to the office of Clerk of Superior Court J. Seldon Osteen.

Bruton is named as administrator of the estates, filed on behalf of seven out-of-state passengers of the ill-fated jet.

Listed with their home towns and the amount sought jointly from Piedmont and Lansair, the suits are on behalf of the estates of the following:

Crancie L. Geiger, Albany, Ga., \$750,000; James Berrienv Chidsey, Rome, Ga., \$750,000; Thomas R. Bolton, Huntsville, Ala., \$750,000.

Roger Wayne Little, Roanoke, Va., \$900,000; Ronald Hare Williams, Richmond, W. Va., \$600,000; Bowdre P. MacKendree Jr., Albany, Ga., \$500,000; and Miss Joan Suzanne Below, Englewood, Cal., \$400,000.

The new suits, like the two filed earlier in Asheville, allege several instances of negligence on the part of crews of both planes.

The suits contend the Piedmont crew "failed to maintain a proper lookout for other aircraft."

They also contend members of the Piedmont crew were smoking "during or shortly after take-off, contrary to prudent safe operating practice, and as a re-

sult thereof, the flight crew members were attempting to extinguish an ashtray fire in the cockpit at a time when the Cessna 310 aircraft could have been seen and avoided by the exercise of due diligence."

The allegations concerning Lansair contend that on the occasion in question, "the pilots of the Cessna 310 failed to read back the air traffic control

clearance given them by Asheville Approach Control when the Cessna 310 was cleared to the Asheville Radio Beacon."

The suits also contend that the Cessna pilots "failed to familiarize themselves with the instrument approach to the Asheville Airport and failed to keep themselves properly advised of appropriate navigational charts."

THE ASHEVILLE CITIZEN, Friday, Dec. 22, 1967 17

Quoting the city's Director of Aviation, Kenneth G. Dacy, a January 12, 1968 *Citizen* article entitled "Air Travel Sets Record Here in '67" stated in part . . .

Piedmont boarded 46,055 passengers on a total of 5,618 flights, United boarded 45,905 passengers on 3,146 flights and Delta boarded 9,216 passengers on 354 flights.

Last year's 101,176 passengers compares with 24,956 persons who boarded planes in 1960, the final year the old Asheville-Hendersonville Airport was in operation, Dacy said. A total of 40,257 passengers boarded planes in 1961, Asheville Airport's first year.

During 1967, Dacy also reported, there was a total of 100,700 flight operations at Asheville Airport, including commercial, military and private planes. That was an increase of 31,793 flights over 1966.

The 1967 total included 20,135 commercial take-offs and landings, 904 military operations, 35,491 take-offs and landings by itinerant private planes and 44,158 operations by locally-based private planes.

Portion of a Chamber of Commerce article from the January 17, 1968 *Citizen*, mentioning Executive Vice-President Richard K. Degenhardt.

Following the crash of the Boeing 727 over Hendersonville, the Chamber pushed Asheville's case for the installation of radar facilities at the Asheville Airport.

Degenhardt and Congressman Roy A. Taylor gained verbal agreement from David D. Thomas, deputy administrator of the Federal Aviation Agency, that Asheville's radar needs were of high priority once radar installation funds became available in the agency's 1969 budget.

\$800,000 Suit Filed In Jetliner Crash

CHICAGO (AP)— The widow of a North Carolina business man, one of 79 victims of an airplane crash, sued in Circuit Court Thursday for \$800,000 damages.

Mrs. Thelma H. Bubb, 49, of Hendersonville, N.C., lost her husband, Grant, 62, in a crash shortly after takeoff from the Asheville, N.C., airport July 19, 1967.

Her suit named Piedmont Aviation Inc., and Associated Aviation Underwriters, insurer of the plane. The suit alleged the jet aircraft was operated negligently and dangerously and without proper inspection.

One of the other passengers who perished in the crash was John T. McNaughton of Pekin, Ill., newly appointed secretary of the Navy. The air liner was en route to Washington.

Bubb's other survivors include a daughter, Susan.

The Bubb home is at 202 Browning Road, Hendersonville, N.C.

The suit was filed in the Circuit Court in Chicago, the complaint stated, because both defendants conduct business in Illinois and Piedmont used airports in the state.

January 19, 1968 *Citizen*, Page 20

Comeback

Last July 19, about two and a half hours after that Piedmont Jetliner crashed near Hendersonville, killing 82 persons, Harold Clement of Enka, a lineman for Southern Bell, climbed a telephone pole at the corner of Belleaire and Blue Ridge in West Asheville.



BOB TERRELL

dozen bees which rose out of the terminal box and flared out across at him.

Automatically, Clement released his grip on a climbing spike—forgetting he was no longer belted to the pole—and swiped at the bees.

He fell, flinging out his right arm to break the fall.

The impact of his landing on the concrete street shattered the wrist end of the radius—the large bone in the forearm—into three pieces.

Ambidextrous Bowler

During the five week's Clement's arm was in a cast, a question kept nagging him: Will I ever be able to bowl again? He was a high average bowler, in the 180s, and he loved the game. His ambition was to become a professional.

He consulted his physician, who advised him, "It might be wise to learn to bowl lefthanded." So he did. With his right arm in the cast, he began to bowl lefthanded and soon was clicking along with a 145 average.

When the cast was removed, Clement discovered that his wrist was stiff. He can move it side to side and dip his hand forward, but it won't bend backward.

Three weeks after the cast came off Clement tried a game with a 13-pound ball—and to his relief found that he could still bowl righthanded.

Gradually he built strength back into the arm, and his scores grew toward the high average he once carried. To his relief, he found that the locked wrist was a help.

"I have good use of the hand," he said, "except in something like trying to pick a penny off the floor. I just can't bend my hand back far enough to get it.

"I only have about half the grip I had before the accident, and the speed of my ball has slowed, but I get more action. I used to be able to throw a ball through a brick wall. I don't do that anymore. I get more break. I think I already am a better bowler for it."

A Man Of Determination

Currently, Clement bowls in three leagues. He carries an average in the 180s in the Monday night Singles League and Mountain City Handicap League, both at Sky Lanes, and in the fast WNC Traveling League, the fastest winter scratch circuit in the area, his average has grown to 191.

Since the accident, Clement rolled the first 700 series of his seven-year career, scoring 718 at Midway Lanes near Canton on a line of 196-279-243. The 279 was a career high game and the 718 was the highest 1967-68 WNC Association series to date.

His bowling style isn't the only thing the accident affected. While his arm was encased, Clement had to learn to eat lefthanded and perform other chores from the south side.

"About the only thing I do righthanded anymore," he said, "is shave, bowl and write my name. I was always a little ambidextrous."

Clement took to bowling from the start. He was 20 when he began and his first year average was 144. Next year he jumped to 170 and the third year to 181. He has bowled on that level since.

"I'm aiming to become a 200 bowler," he said. "It'll take a few more years, I know, but I think I can make it."

He is married and the father of three, and has a good job with the telephone company.

He also has determination.

"I had ambitions of being a pro," he said, "and I would still like to be."

If that accident didn't deter him, what then?

Asheville Airport A Modern Story Of Success

By BRUCE GOURLAY
Citizen-Times Staff Writer

How many planes do you think land and take-off on an average day at Asheville Airport?

Twenty-five? Fifty? A hundred?

You're still not even off the ground!

Last year it was slightly more than 275 a day. And not many airports the size of Asheville's can make that statement.

Total operations in and out of Asheville Airport added up to a whopping 100,694 during 1967, an increase of 31.7 per cent over 1966's 68,907, according to Kenneth G. Dacy, city director of aviation.

The figures represent, in part, soaring interest in private flying.

They also point to growth in Asheville operations of Piedmont, United and Delta air lines, which last year scheduled 9,381 flights at the airport.

All in all, Asheville Airport, which was opened seven years ago this month, is widely heralded as one of Western North Carolina's greatest success stories of the decade.

A month ago, the airport celebrated a milestone which even the most optimistic observers would have thought unattainable when the airport was put in service Jan. 15, 1961.

Passenger No. 100,000 of the year boarded a Piedmont jet Dec. 28 and for the first time

the number of enplaned passengers during a year reached into six figures.

By year's end, 101,176 passengers had boarded planes at Asheville Airport, a handsome 45.5 per cent hike over 1966's 68,907.

In 1960, the old Asheville-Hendersonville Airport's final year, a total of 24,956 passengers enplaned at Asheville. Asheville Airport, in its first year of operation, boarded 40,257 passengers.

Of even more significance has been gains made in reliability of service.

Last year, for instance, of 9,381 flights scheduled by Piedmont, United and Delta, only 263 were canceled due to weather, mechanical trouble or other reasons.

By contrast, during Asheville-Hendersonville Airport's final year, 702 of 4,790 scheduled flights didn't operate.

Of the 263 flights that were canceled last year, early morning fog was the chief troublemaker, Dacy pointed out. Two early morning Piedmont flights, one due at 7:13 a. m. and the other at 8:20 a. m. occasionally were unable to land.

But after these early morning hours, the airport's record is close to perfect. For instance, Delta's lone daily flight from Chicago and back operates at mid-day, and it didn't miss a flight because of the weather all last year.

The flight schedule at Asheville Airport at present is good (there are currently 28 flights daily with a seating capacity of 1,414). Beginning Feb. 1 will be even better.

On Thursday, Feb. 1, Piedmont will add three flights to its schedule, bringing to 21 its number of daily flights in and out of Asheville.

Piedmont is expecting big things with the addition of flights 291 and 292, which will provide new direct service to Nashville and Memphis, according to Merrill Oxley, Piedmont lead agent.

Oxley said Flight No. 291 will originate at Norfolk at 7:20 a. m. and arrive here at 9:50 a. m. after stops at Richmond and Roanoke. It will depart here at 10 a. m. and arrive 70 minutes later (at 10:10 a. m. CST) in Nashville. The flight will terminate in Memphis at 11:23 a. m. CST.

Flight No. 292, meanwhile, will originate in Memphis at 12:25 p. m. CST and arrive here via Nashville at 3:40 p. m. It will depart from Asheville at 3:52 p. m. and go on to Roanoke and Richmond before ending at Norfolk at 6:11 p. m.

The flight, Oxley pointed out, will be of "tremendous value" to persons attending religious assemblies at Ridgecrest and Montreat, many of whom come annually from Nashville and Memphis.

Also starting Thursday, Piedmont Flight No. 400, en

route from Louisville, Ky., to Wilmington, N. C. will depart from Asheville Airport at 12:13 p. m. The flight will arrive in Wilmington at 2:56 p. m. after stops at Charlotte and Fayetteville.

Throughout the Piedmont network, Asheville ranks "about 10th" in terms of number of passengers and freight volume of the 45 airports served by the airline, Oxley reported.

Asheville, in fact, was a stop on the first flight ever logged by a Piedmont plane when the airline began operations on a cloudy February day in 1948. Asheville was the third stop on the inaugural flight from Wilmington to Cincinnati.

In the early days, the DC-3 was the backbone of the Piedmont fleet. But last March 15, Piedmont brought the jet era to Asheville Airport by introducing the 92-passenger Boeing 727 jet.

Currently, Piedmont jets carry Asheville passengers between Atlanta and New York, with stops at Tri-Cities, Tenn., Roanoke and Lynchburg, Va., on the northbound trip, and Charlottesville, Roanoke and Winston-Salem on the southbound swing.

Oxley said Piedmont expects delivery in May of the first two of six Boeing 737 jets, which are on order by the airline. All six of the twin-engine jets, which also seat 92 are expected to be in service by fall, and Piedmont has an option on six additional 737 jets, Oxley said.

The 737s are "virtually certain" to fly through Asheville as soon as they are put in service, Oxley added.

Asheville Airport is scheduled to see even further improvements in Piedmont equipment during 1968.

Piedmont, Oxley said, has purchased 10 YS-11 aircraft, a Japanese-made prop-jet seating 60 passengers. The YS-11 fleet will replace, in part, the 40-passenger Martin 404 aircraft, now used on 10 flights in and out of Asheville Airport.

One YS-11 plane has been delivered and now is being used in training exercises, Oxley said. Exact delivery date for the remaining YS-11s is not immediately known.

Piedmont has its fingers crossed that it will be able to offer yet another advance at Asheville Airport during 1968.

The Winston-Salem-based airline recently applied for permission to provide flights

between Asheville and Chicago. The application is pending investigation by the Civil Aeronautics Board (CAB).

Such a flight, if approved, would include a stop at Huntington, W. Va., a city not now linked with Asheville Airport. It would also stop at Tri-Cities.

Big things are also being planned by United Air Lines, which boarded 45,905 passengers at Asheville Airport last year.

According to Bill Lineberry, sales and service manager, United will be a "full jet airline" by the end of next year. That means, he said, that each of United's nine daily flights in and out of Asheville will be served by Boeing 737 jets.

Currently, United uses 46-passenger Viscounts for six flights and 67-passenger DC-6Bs for three others. Converting to exclusive use of 737s would almost double total seats available daily — from the present 477 to 828.

It may not seem possible, but Asheville is not only United's biggest city in North Carolina (ahead of Raleigh-Durham, Charlotte and Greensboro) but is United's fourth largest city in the airline's six-state Southern District, according to Lineberry.

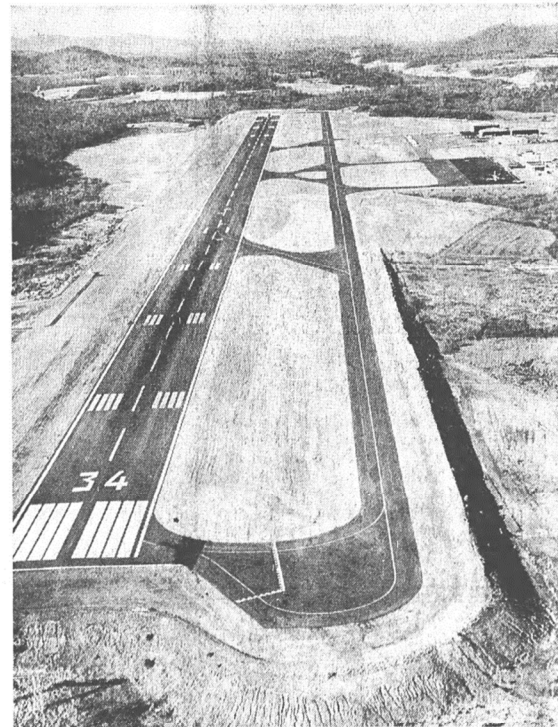
The city ranks behind only Atlanta, Knoxville and Huntsville — but ahead of such key cities as New Orleans, Mobile, Memphis, Birmingham and Chattanooga. Lineberry commented: "We do well here and we're going to be here for awhile."

He added that United's gains at Asheville during 1967 "were a little higher than the national trend."

Asheville may have a stake, he indicated, in an application before the CAB in which United seeks to begin jet service from Memphis to the west coast.

If United is successful with that request, Lineberry pointed out, the airline "very easily may put one another flight to connect" the flight from Memphis westward with Asheville.

United is also looking forward to launching "Unitmatic" within the next year, Lineberry said. "Unitmatic," he said, is a computer system which will encompass all facets of air service. Reservations will be confirmed within a second or two, and the system



Busy Piece Of Pavement

The runway of Asheville Airport, looking northward toward Asheville, with the terminal building to the right, is the strip where all the action takes place. The main runway is 6,500-feet long and 150 feet wide, and handles with ease Boeing 727

and 737 and Douglas DC 9 jets. The parallel taxi-way is 50 feet wide. A 400-foot wide and 850-foot long apron in front of the terminal can serve five commercial planes simultaneously. The airport was last resurfaced in 1966.

will even furnish pilots with the best possible flight plans after analyzing such factors as the weather.

Delta Air Lines affords Asheville a direct link to Chicago, and though it operates only one flight in and out of here daily, that one flight accomplished the following statistics last year.

Boarded 9,216 passengers and carried out 294,639 pounds

of freight, 36,748 pounds of express freight and 2,699 pounds of mail.

Effective Oct. 29, a DC-9 Douglas jet, seating 39 passengers, was put in operation on Delta's Chicago-Asheville run, replacing a 67-passenger DC-6.

Herb Nabors, station manager, reported that the jet prompted a 13 per cent increase in passengers in

November and December, compared with the corresponding months the previous year.

The plane leaves Chicago at 8 a.m. CST and arrives in Asheville at 11:53 a.m. after stops in Louisville and Knoxville. The return flight departs Asheville at 12:30 p.m., arriving in Chicago via Knoxville and Louisville, at 2:30 p.m. CST.

Figures Showing Growth For Asheville Municipal Airport From 1960 Through 1967

YEAR	ENPLANED PASSENGERS	POUNDS MAIL	POUNDS EXPRESS	POUNDS FREIGHT	SCHEDULED FLIGHTS	FLIGHTS MISSED**
1960*	24,956	52,371	50,063	141,671	4,790	702
1961	40,257	94,956	70,260	251,852	6,031	402
1962	50,623	162,500	108,973	411,434	7,666	186
1963	59,465	173,222	138,983	530,277	8,213	182
1964	67,581	210,332	205,032	656,597	8,410	240
1965	78,026	244,200	214,444	1,013,758	8,532	189
1966	85,423	326,349	286,245	1,132,421	9,062	405**
1967	101,176	427,028	263,421	1,552,926	9,381	263
TOTAL	507,507	1,690,958	1,357,421	5,890,936	62,184	2,569

*Old Asheville-Hendersonville Airport; new Airport opened Jan. 15, 1961.

**Flights missed were due to any of the following causes:

Canceled

Missed field (due to snow, ice, runway work, lighting trouble.)

Weather

Mechanical trouble.

***Of these 405 flights missed, 184 were due to United's strike in July.

January 28, 1968 Citizen-Times, Page 57

WINSTON-SALEM, N.C.
—Piedmont Airlines on February 1 will begin new direct flight service between Memphis and Nashville and 12 important cities in Virginia and the Carolinas.

T. H. Davis, president of Piedmont, said the addition of the Memphis and Nashville routes enlarges the airline's route system to approximately 9,000 miles.

The new direct service from both major Tennessee cities will be to Asheville, Raleigh/Durham, Greensboro / High Point and Winston-Salem, North Carolina; Greenville/Spartanburg, South Carolina; and Richmond, Roanoke and Norfolk, Virginia.

According to T. H. Davis, it is estimated that the new Memphis-Nashville route extension will provide service to 110,000 additional passengers during the year alone.

Initially, the new extended system will be provided by Piedmont's FH-227B prop-jets. The airline also operates Boeing 727 jet equipment along with Martin 404 Pacemakers.

Soon, Piedmont plans to begin operation of new 60-passenger YS-11 prop-jets, and new 90-passenger Boeing 737 pure jets. The first of the YS-11's is scheduled for delivery in March of this year, while delivery of the 737's is expected to begin in June.

Now in its 26th year, Piedmont ranks among the top regional airlines in the nation and now has 77 cities on its route system.

here we grow again



A new no-change-of-plane flight service to Memphis and Nashville starts February 1. Piedmont's modern prop-jets will provide new direct service to both these important Tennessee cities from 12 cities in the Carolinas and Virginia. Call your travel agent or Piedmont for reservations or additional information.



PIEDMONT AIRLINES

growing service for going people

68-400

January 30, 1968 Citizen, Page 9

2 New Suits Filed In Jet Crash

HENDERSONVILLE — Law suits asking a total of \$1 million for the estates of two victims of the July 19 air crash last July in which 82 persons perished have been filed in Henderson County Superior Court.

The action was brought on behalf of the estates of Michael Daye of Florida and Webster L. Benham Jr. of New Mexico by the law firm of Redden and Redden and Redden here. C. R. Rouse is acting as administrator in both cases. A total of \$500,000 is asked for each estate.

The suits alleged negligence on the parts of both Piedmont Aviation Inc. and Lanseair Inc., owners of the two planes involved.

Piedmont was named as operator of Jet Flight No. 22, in which both victims were passengers and Lanseair of Springfield, Mo., operator of a Cessna 310.

Piedmont Aviation, the suits charge, "did not meet the standards of safety and good practice required" by filing a flight plan direct to the Valdese intersection, "which proposed flight constituted a shortcut routing which was not on the Federal airway and not along a direct course between navigational aids or fixes defining the Instrument Flight Rules route."

Against Lanseair, the suits charge the crew of the Cessna 310 with failure to "read back the clearance given the plane by Asheville approach control when the plane was cleared to the Asheville radio beam."

Attorney M. M. Redden Sr. said Lanseair has been summoned through North Carolina Secretary of State Thad Eure in that the Cessna was preparing to land at the Asheville Airport. He said the service on Eure had the effect of a summons served personally on the Missouri corporation or its agent in this state.

\$3.5 Million Suits Filed In July Airliner Deaths

Nearly \$3.5 million in damage suits were filed Monday and Tuesday in U. S. District Court here involving three cases of men killed in an airliner crash near Hendersonville last July 19.

The three were passengers on Piedmont Airlines Flight 22, a Boeing 727 jet which was hit by a twin-engine private plane shortly after takeoff from Asheville Airport.

Eighty-two persons were killed in the accident. Seventy-nine of them were aboard the air-

liner and three were in the private plane.

The first suit for damages was filed here in October, and a number have been filed since then.

The largest of the new suits asks \$2 million from Piedmont Aviation, Inc. and Lanseair Inc., operator-owner of the Cessna 310.

It was filed on behalf of Mrs. Doris Lavner Feingerts, widow of Maurice P. Feingerts, 48, of New Orleans, La.

The other suits were brought

by Mrs. Mabel F. Vaughn, widow of David F. Vaughn, 58, of Savannah, Ga., who asked \$450,000, and Mrs. Virginia Lee Lambert, widow of Bud W. Lambert, 46, of Wichita, Kans., who asked damages of \$1,001,216.85.

All three suits allege various instances of negligence in operation of both aircraft. The charges were identical to those brought in earlier suits.

The Charlotte law firm of Warren C. Stack represents the three claimants.

February 7, 1968 *Citizen*, Page 13

4 New Suits Filed In Jetliner Crash

Four suits seeking a total of \$3,350,000 in damages were filed in U. S. District Court here Wednesday by the estates of four persons killed in the collision of a jet airliner and a private plane near Hendersonville July 19, 1967.

The suits hold that the United States is liable for the damages, claiming that Federal Aviation Agency aircraft controllers in the tower at Asheville Airport were negligent in their instructions to the two airplanes so that they collided and crashed.

Seventy-nine people were aboard the Piedmont jet liner and three in the twin-engine private plane. There were no survivors as the smashed planes fell to earth shortly after noon and burned.

Suits totaling \$6,850,000 have been filed in local courts on behalf of passengers in the airliner, and other suits have been filed elsewhere.

Most of the previous suits have named Piedmont Aviation of North Carolina and Lan-

seair Corporation of Missouri as defendants. The United States has been brought into these also as a third party defendant.

The new suits name only the United States as defendant.

The largest of them asks \$1,100,000. Mrs. Doris Lavner Feingerts, widow of Maurice P. Feingerts, 48, of New Orleans, asks that amount from the United States. A suit was filed by her against the two aircraft operators on Feb. 5, seeking a total of \$2 million.

The other suits filed Wednesday were brought by Jefferson H. Bruton of Hendersonville, court-appointed administrator of the estates represented.

Bruton asks \$750,000 for the estate of James Berrien Chidsey, 39, of Rome, Ga.; \$600,000 for the estate of Ronald Hare Williamson, 32, of Richwood, W. Va., and \$900,000 for the estate of Roger Wayne Little, 28, of Roanoke, Va.

Warren C. Stack, a Charlotte attorney, represents the plaintiffs in all four suits.

\$75,000 Suit Is Filed In Fatal Crash

A suit for \$75,000 was filed in U. S. District Court here Friday on behalf of a Louisiana woman who was killed in an air collision near Hendersonville July 19, 1967.

J. Wallas Paletov, ancillary executor for the estate of Mrs. Eleanor W. Ford, filed the suit with Clerk of Court Thomas E. Rhodes naming Piedmont Aviation Inc. of North Carolina and Lanseair Corporation of Missouri as defendants.

It is another in a series of suits filed as a result of the crash which claimed the lives of 82 persons. There were 79 persons aboard the Piedmont jet liner and three in a private plane owned by Lanseair.

Suits totaling more than \$7 million have been filed in local courts on behalf of passengers in the airliner, and other suits have been filed elsewhere.

Mrs. Ford, who was 63 at the time of her death, was a resident of New Orleans, La. She is survived by three daughters.

Warren C. Stack, a Charlotte attorney, represents the plaintiff in the suit.

Mrs. Ford was a passenger on Piedmont's ill-fated Flight 22 July 19 which was hit in the air by the twin-engine Cessna 310. The jet had taken off only three minutes before from Asheville Airport and the private plane was preparing to land on a flight from Charlotte.

The small plane was out of the regular landing pattern, according to investigators.

July 6, 1968 *Citizen*, Page 13

19 Additional Lawsuits Filed In Airliner Crash

A total of \$13,750,000 is sought in 19 additional lawsuits filed in U. S. District Court here on behalf of victims of a 1967 airlines crash near Hendersonville.

The United States of America is named in 17 of the suits, which allege that the crash was partly caused by the negligence of controllers in the Asheville Airport tower operated by the Federal Aviation Agency.

Suits brought for the deaths of John F. McNaughton, 45-year-old Secretary-Designate of the Navy, his wife, Sarah 46, and 11-year-old son, Theodore, total \$5,050,000.

Another suit asks \$1.6 million for the death of William J. Kerwin Jr., 39, of Montgomery County, Md., a father of six surviving children.

Nine of the suits were filed

Monday by Charlotte attorney Warren C. Stack for court-appointed administrator Jefferson H. Bruton of Hendersonville.

Several were filed July 18 and 19 and the rest Aug. 2.

The suits are among a series which has been filed since the mid-air collision of a Piedmont jetliner and a private plane near Hendersonville on July 19, 1967.

Piedmont Aviation of North Carolina, Lanseair and Rapidair, Missouri firms which operated the private plane, were named defendants in suits for R. M. Laughlin of Texas and Glena Dawn Hablebeck, 11, of Mt. Ranier, Md., which seek \$750,000 and \$500,000, respectively.

Other suits and their amounts are for the following:

Arnold Morgan, 36, of Birmingham, Ala., \$900,000; William

James Boone, 44, of Roanoke, Va., \$650,000; John Wilson Price, 58, of Athens, Ga., \$120,000; Percy Brown Mayo of Virginia, \$100,000; Mrs. Rachel Strain Freeman, 61, of Birmingham, Ala., \$75,000; Mrs. Eleanor W. Ford, 63, of New Orleans, \$75,000.

Gordon H. Lewis, 45, of Cordele, Ga., \$100,000; Lucinda Griffin Greene, 17, of Granville, Ohio, \$200,000; James P. Farmer, 50 of Radford, Va., \$700,000; James Wilbur Segars, 67, of Mobile, Ala., \$300,000; William G. Cutcliff, 38, of Wichita, Kans., \$750,000; Preston Rice Brown, 47, of Lexington, Va., \$800,000; Alma Susan Simpson Brown, 45, same address, \$800,000; and Lawrence O. Philliber 60, of Midlothian, Tex., \$350,000.

August 15, 1968 *Citizen*, Page 21

Pre-Trial Hearing Set

U. S. District Judge Woodrow W. Jones and Superior Court Judge Harry C. Martin have called a Sept. 6 meeting of attorneys handling damage suits based on a 1967 air tragedy near Hendersonville..

Purpose of the meeting is to "attempt to agree on a single procedure for collecting the necessary information to be used in all the cases."

The meeting was scheduled in an order signed by the two judges and filed in the office of U. S. District Court clerk, Thomas E. Rhodes.

The order explains that most of the questions and issues of fact are common to all of the cases and orders at least one lawyer for each party to all of the cases to appear in the federal courtroom in the Post Office Building at 2 p.m. Sept. 6.

Eighty-two persons died in the mid-air collision of a Piedmont jet airliner and a private plane on July 19 of last year, and numerous suits have been filed in U.S. District Court and the Superior Courts of Hender-

son and Buncombe counties on behalf of the victims' estates. Some of them ask more than a million dollars.

Named as defendants are Piedmont, the operator of the private plane, Lanseair Corporation of Missouri, and the United States government.

August 30, 1968 *Citizen*, Page 22

September 5, 1968 56-page report of the National Transportation Safety Board:

<http://libraryonline.erau.edu/online-full-text/ntsb/aircraft-accident-reports/AAR68-AJ.pdf>

Henderson Air Crash Trial Set

HENDERSONVILLE — Judge Harry G. Martin of Asheville will hold a special term of Henderson County Superior Court, Civil, beginning Monday to hear suits arising from the July 19, 1967, airliner-lightplane air collision which took the lives of 82 persons.

The collision occurred at almost noon about a mile northeast of the Hendersonville city limits, when a Boeing 727 jet airliner climbing on a curving course toward the radio facility on top of Sugarloaf Mountain, and a Cessna 310, flying southwest, slammed together. There were 79 persons aboard the Piedmont Airlines jet and three aboard the Cessna. All died in the resultant crash and fire.

The National Transportation Safety Board conducted hearings in Asheville in the fall of 1967, to determine the probable cause of the accident.

Millions in dollars in suits, charging the crews of both of the Piedmont airliner and the Cessna 310, owned by Lanseair Inc. of Springfield, Mo., with negligence, have been filed on behalf of the estates of many of the victims of the crash.

Most of the suits request damages from the airline, from the corporation operating the Cessna, and both.

Federal suits and state suits ask damages of more than \$30 million.

July 13, 1970 *Citizen*, Page 1

Air Crash Counsels Agree On Points

Counsel for plaintiffs and defendants in lawsuits involving millions of dollars in claims emanating from the tragic 1967 air crash near Hendersonville agreed on two points Friday in a pre-trial conference held in the U. S. District Courtroom.

The conference was called in an order signed by U. S. District Judge Woodrow W. Jones and Superior Court Judge Harry C. Martin in an effort to reach agreement between attorneys on a single procedure for collecting information to be sued in all of the cases.

The two points on which

accord was established were that all discoveries should be procured under the federal rules of civil procedure and that such discoveries shall be usable in cases in both courts.

(A discovery was defined by Judge Martin as a procedure of obtaining information which may be used in the trial of a lawsuit.)

Although an effort was made to establish a cutoff date for procuring discoveries, no stipulations were agreed upon.

Judge Martin said a conference has been called for Oct. 18 for counsel in suits to be tried in state court in Henderson County at which he hoped they would enter an agreement on the time to be allowed for carrying out the discoveries.

Judge Martin said the object of the conferences was to prevent a duplication of work.

Eighty-two persons died in the mid-air collision of a jet airliner

and a private plane near Hendersonville July 19, 1967.

Most of the suits name Piedmont Aviation of North Carolina, and Lanseair Corporation of Missouri as defendants. Others also name Rapidair, also a Missouri firm, as a defendant, as a co-owner of the private plane. The suits are based on allegations of negligence in the operation of both aircraft. Still other suits name only the United States as defendant, alleging that Federal Aviation Agency aircraft controllers in the tower at Asheville Airport were negligent in their instructions to the two airplanes.

Some of the attorneys represent large numbers of plaintiffs and Judge Martin said that if one set of discoveries can be made available for all cases represented by one attorney a vast amount of duplication can be avoided.

September 7, 1968 *Citizen*, Section 2, Page 1

Piedmont Is Cleared In Henderson Crash

By ED SEITZ
Citizen Staff Writer

Deviation of a light plane into air space allocated to a Piedmont Airlines jetliner was the "probable cause" of a midair collision that took 82 lives near Asheville in 1967, the National Transportation Safety Board reported Thursday in Washington.

The long-awaited NTSB findings were released by the Washington office of 11th District Congressman Roy Taylor. Here is the wording of a key passage:

"The Safety Board determined that the probable cause of this accident was the deviation of the Cessna from its IFR (Instrument Flight Rules) clearance, resulting in a flight path into air space allocated to the Piedmont Boeing 727.

"The reason for such deviation cannot be specifically or positively identified. The minimum control procedures utilized by the FAA (Federal Aviation Administration) in the handling of the Cessna were a contributing factor."

In effect, the NTSB findings absolve Piedmont of blame in the air tragedy of July 19, 1967,

eight miles southeast of Asheville Airport, within a stone's throw of heavily traveled I-26.

Dozens of lawsuits, seeking more than \$20 million in damages, have been filed in the U. S. District Court at Asheville and in various state courts on behalf of survivors of the crash victims.

Most of the suits name as co-defendants Piedmont Airlines of Winston - Salem; Lanseair Inc. of Springfield, Mo.; operator of the Cessna 310, and the United States of America, whose Federal Aviation Administration operates the Asheville Airport control tower.

T. H. Davis of Winston-Salem, president of Piedmont, released this statement Thursday:

"We are, of course, very happy that Piedmont has been absolved of blame. We have felt all along that Piedmont was not at fault, and the findings of the NTSB bear this out."

Lanseair officials, contacted in Springfield, declined to comment on the Safety Board's report. Ivan Morales, director of marketing, said he had not had an opportunity to discuss the report with Joe Dando, Lanseair president.

"We will have to get clearance before any news release can be issued," Morales said.

Asked if Lanseair will challenge the admissibility of NTSB findings as evidence in court actions, Morales said: "We are not prepared to say at this time."

Among the many legal actions filed after the crash, Piedmont leveled a "third-party complaint" against the United States, contending that FAA employees at the Asheville Airport tower "negligently directed" the small plane on its approach to the airport and "negligently failed" to maintain separation of the Cessna and the jetliner, which had just taken off on the way to Roanoke, Va.

Piedmont attorneys charged that negligence on the part of FAA employees was one of the causes, or the sole cause, of the collision.

The NTSB said the pilot of the Cessna, John D. Addison, 40, of Lebanon, Mo., appeared to have been confused by tower instructions, or misunderstood them.

The report said the investigation of this and other accidents in recent years has con-

vinced the Safety Board that towers should be extra-cautious with private plane pilots, double-checking clearances and flight instructions.

The board urged the FAA to require annual testing of pilot instrument ratings.

One of the passengers killed on the jetliner was Secretary-designate of the Navy John T. McNaughton. His wife and 12-year-old son died with him on the ill-fated flight. A \$4 mil-

—Turn To Page Three

Piedmont Airlines Cleared

—Continued From Page One

lion damage suit was filed on behalf of a surviving son.

Attorneys for plaintiffs and defendants in the many lawsuits stemming from the crash agreed here Sept. 6 to follow the rules of civil procedure in federal courts in obtaining information to be used in all trials, in federal or state courts.

The conference of lawyers

was called for by Federal Judge Woodrow W. Jones and Superior Court Judge Harry C. Martin.

Some of the attorneys represent large numbers of plaintiffs. Judge Martin said that if one set of informational procedures could be made available for all cases in which an attorney was involved, a great deal of duplication could be avoided.

September 27, 1968 *Citizen*, Pages 1 & 3

A Report Won't Clear The Overcrowded Air

"...the probable cause of this accident was the deviation of the Cessna from its Instrument Flight Rules clearance, resulting in a flight path into air space allocated to the Piedmont Boeing 727."

Thus, after more than a year of inquiry and deliberation, the National Transportation Safety Board has summarized its findings in the area's worst air tragedy, the July 19, 1967 collision of a Piedmont jet liner and a small private plane near Hendersonville, killing 82 passengers.

The crash occurred shortly after the Piedmont craft had taken off from the Asheville Airport, at which the smaller plane was preparing to land.

The NTSB report continues:

"The reason for such deviation (by the Cessna) cannot be specifically or positively identified. The minimum control procedures utilized by the Federal Aviation Administration (at the airport tower) in the handling of the Cessna were a contributing factor."

As far as the Safety Board is concerned that is the official story — and the end of it. But why must it be the end? Will nobody act to prevent such needless catastrophes?

A few days after the 1967 incident we wrote:

"Government sources say the crash might have been avoided if the airliner and the smaller plane had been under radar surveillance from the Asheville airport. Almost certainly, an air controller would have radioed a warning to the pilots that the paths of the planes were converging.

"No such warning was sent, because Asheville is a "blind" airport

—without radar. So are 433 other ports throughout the country.

"The reason, of course, is money. To equip all airports with radar facilities — to train traffic controllers and maintenance men — would cost a half billion dollars.

"Because of that fact, the installations are limited to ports that generate 100,000 landings or takeoffs annually by planes that are not based at the field. Asheville's volume, last year, was 53,761 such movements.

"As a result of the local accident (the third in the nation this year involving a commercial jet and a private plane) many Congressmen are demanding that light aircraft be banned from major airports. Perhaps they would do better to ponder whether a half billion dollars is too much to spend for improved air safety in a nation that spends \$70 billion a year or more on its military establishments.

"Actually, in recent years, Congress has slashed Federal Aviation Agency requests for operations, including money for new radar sets. In 1964, FAA asked \$177 million and got \$140 million. In 1965, the solons granted only \$90 million of a \$117 million request. Last year, the budget was reduced to \$87 million.

"Despite the temporary shock of another air tragedy that might have been averted, there is little prospect that Congress will act anytime soon to finance airport radar installations on an adequate scale — not unless the people demand it. And the people, like Congressmen, forget very quickly the horrors that sometimes confront them."

Those words are still unhappily true.

6 New Suits Are Filed In Plane Crash

An additional six damage suits growing from the 1967 air tragedy near Hendersonville have been filed here in U. S. District Court.

A total of more than 80 suits have been filed in various courts as a result of the air collision which claimed 82 lives.

The new suits filed here include the following:

Mrs. Margarite F. Jiminez for the estate of Gustavo Jiminez, 63, of Tampa, Fla., against Piedmont Aviation Inc. and Lanseair Inc. for \$420,000.

C. R. Rouse, administrator of the estate of Michel (Shag) Daye, 65, of Florida, against the United States of America, for \$500,000.

C. R. Rouse for the estate of Webster L. Benham Jr., 51, of New Mexico, against the U. S. for \$500,000.

Donald A. Turgeon, for the estate of Helen Patsel Turgeon, 32, of Houston, Tex., against Piedmont, Lanseair and Rapidair, for \$200,000.

Turgeon against the U. S. for \$200,000.

Jefferson H. Bruton for the estate of Sandie Turgeon, age 3, against the U. S. for \$75,000.

October 12, 1968 *Citizen*, Page 9

Another Crash Suit Filed Here

A suit has been filed in U. S. District Court here on behalf of one of the victims of the 1967 Hendersonville air tragedy. It asks for more than \$1 million in damages.

Winifred M. Stephens, executrix of the estate of Rudolph Stephens asks \$1 million from the United States, alleging negligence on the part of Federal Aviation Agency aircraft controllers at the Asheville Airport.

An amount in excess of \$10,000 has been asked from Rapidair Inc. and Lanseair Inc. of Missouri, operators of the private aircraft which collided with a Piedmont airliner.

Stephens was flying from Tampa, Fla., to Roanoke, Va. More than 65 suits have now been filed in federal court here and in state courts over the accident, which killed 82 people.

Air Controllers Challenge Crash Report

WASHINGTON (AP) — The Air Traffic Control Association has challenged a government report blaming traffic control procedures in part for the collision between a jet airliner and a light plane near Asheville, N.C., last year, in which 82 persons were killed.

In its biweekly ATCA Bulletin, the organization published a letter from its executive director, G. W. Kriske, to Chairman Joseph J. O'Connell Jr. of the National Transportation Safety Board, taking "strong exception" to the board's Sept. 26 report on the probable causes of the accident.

The safety board found that the Cessna 310 airplane, carrying three persons, had deviated from its assigned flight path and had entered the air space assigned to the Piedmont Airlines Boeing 727.

The board said that while reasons for the light plane's deviation from course could not be identified, "the minimum control procedures utilized by the Federal Aviation Administration were a contributing factor."

The Board said the Cessna pilot, John D. Addison, 40, of Lebanon, Mo., may have been confused by tower instructions, or

misunderstood them. It said tower personnel should take extra pains with private-plane pilots to double-check their clearances and flight instructions.

Kriske told O'Connell that Addison was a highly qualified and experienced pilot—a flight instructor as well as a pilot in command with 10,000 flying hours to his credit—and would not have been confused by the type of clearance given him.

Nor would a pilot of Addison's professional background have been likely to be unable to locate the Asheville radio navigation beacon or to have mistaken another navigational aid for it, Kriske said.

Kriske said testimony of witnesses at the board's hearing suggested that visibility was poor when the Cessna approached the Asheville airport for a landing, and that the pilot ignored his air traffic control clearance and flew instead to the area over nearby Hendersonville where the sky was clear, and where the collision occurred.

Kriske said that since radio frequency congestion and interference is already a critical problem, ATCA could not accept the proposal that flight clearances be repeated back for verification as a routine practice.

"We feel strongly that the controller provided adequate and proper separation (between the two planes) and had no reason to suspect or believe that the Cessna was not proceeding to the Asheville radio beacon in accordance with the terms of the clearance issued to him," Kriske said.

"The controller . . . should not be expected to be gifted with ESP or to have the benefit of hindsight that will enable him to ascertain what measures might have been taken to avoid an accident so long as he issues appropriate clearances and provides the required separation between aircraft."

October 29, 1968 *Citizen*, Page 11

Naval Reserve Officer Gets Medal, New Duty

Lt. B. C. Brown, commanding officer of the Naval Reserve Training Center on Merrimon Ave., received the Navy Com-

mendation Medal Monday night for his assistance in the recovery and identification operations following the Piedmont '727 jet crash near the Asheville Airport in July 1967.

Following the presentation Lt. Brown pronounced the official retirement of Capt. H. E. Hinman, senior medical officer at the center. He cited Hinman's 43 years of service in the Navy and his duties in the South Pacific during World War II and the Korean War.

During the ceremonies Lt. Commander J. R. Murrell Jr., USNR, replaced Lt. Brown as commanding officer of the Asheville naval training center. Lt. Brown will leave this month for duty aboard the USS Intrepid, stationed off the coast of Vietnam.



LT. B. C. BROWN

The late Captain H. E. "Harry" Hinman, mentioned above, was also a responder to the crash as a member of Skyland Fire-Rescue, where he served as Assistant Chief of their Rescue Squad.

November 16, 1968 *Citizen*, Section 2, Page 1

U.S. Procedures In Crash Suits Halted Until January

By ED SEITZ
Citizen Staff Writer

The wheels of justice showed little sign of grinding faster here Friday as some two dozen lawyers tried to unsnarl the overlapping legal actions stemming from a fatal air crash near Asheville in 1967.

Federal Judge Woodrow W. Jones listened for several hours to the arguments and motions of opposing attorneys, then ordered a halt in legal procedures involving federal lawsuits until Jan. 2, 1969.

His patience wearing thin at a late-afternoon hour, Judge Jones told the attorneys:

"I'm not going to permit this jockeying for position to continue — if that's what is going

on. . . .You're going to have to stop bickering about these little things."

Some of the "little things" Judge Jones was referring to included when and where depositions should be taken prior to the trial of more than 80 lawsuits seeking more than \$30 million in damages from at least four defendants.

Legal procedures in U. S. District Court here are complicated by the fact that some of the damage suits were filed in federal courts and some in state courts.

After a hastily arranged telephone call with Superior Court Judge Harry C. Martin, Judge Jones notified the attorneys that depositions would

continue to be taken in the state court, even though federal procedures had been suspended until next year.

"If any of the attorneys want to go ahead with the taking of state-court depositions," Judge Jones said, "it is the earnest hope of this court that defense attorneys will attend, so that the depositions won't have to be taken again before this court."

At a similar conference of lawyers Sept. 6, the attorneys

for plaintiffs and defendants had agreed to follow the rules of civil procedure in federal courts in obtaining information for both federal and state court trials. Some of the attorneys represent large numbers of plaintiffs. Both Judge Martin and Judge Jones have been trying to avoid duplication by getting the lawyers to agree that one set of informational procedures should be made available for all cases in which a given attorney was involved. Defendants in the lawsuits are Piedmont Airlines of Winston-Salem; the United States of America, whose Federal Aviation Administration operates the Asheville Airport control tower, and Lanseair Inc. and Rapidair Inc. of Missouri. In Judge Jones' court Friday, there was considerable discussion as to whether an insurance firm underwriting liability for one of the airlines should be permitted to become a party to some of the legal actions. Just after noon on July 19, 1967, a Piedmont Airlines jet and a twin-engine private plane locked together about eight miles southeast of Asheville Airport. The wreckage fell to earth at the edge of a children's summer camp and about 100 feet from I-26. All 79 passengers and crew aboard the jetliner and the three

men in the smaller aircraft were killed. The National Transportation Safety Board, which investigated the tragedy, reported Sept. 26 that the "probable cause" was the veering of the light plane off its landing course and into the assigned flight path of the Piedmont Boeing 727. The NTSB also ruled that "the minimum control procedures utilized by the FAA in the handling of the Cessna (light plane) were a contributing factor." Among the victims were Secretary-designate of the Navy John T. McNaughton, 45; his wife, Sarah, 46, and their 11-year-old son, Theodore. Suits filed on behalf of the McNaughtons ask more than \$5 million in damages.

November 16, 1968 *Citizen*, Section 2, Page 1

Another Crash Suit Filed Here

Blanche Lance Shuler as administratrix of two estates, filed suits against Piedmont Aviation Inc. asking \$1,500,000 in Superior Court Tuesday.

For Martin Shuler, age 14, and Beulah Shipley Lance, 16, both killed in the July 19, 1967 Boeing - Cessna collision here, she asked \$750,000.

She alleged the acts of the pilot and flight crew of the Boeing plane were a negligent breach of duty to the passengers in that there was no lookout for other planes; they disobeyed flying instructions; they were smoking and joking; and they used excessive speed in the airport traffic area.

A total of 82 persons were killed in the collision. Millions of dollars in damage suits have been filed in Federal Court, by the estates of other persons on the plane.

January 22, 1969 *Citizen*, Page 5

A misprint lists Ms. Lance's age as 16. She was Martin Shuler's grandmother, and at the time of the crash her age was shown as 59.

Flight Policy Divided

When Mrs. Beulah Lance, about to board the ill-fated Piedmont plane which crashed here July 19, 1967, told her daughter what she wanted done with the insurance policy she had just purchased at Asheville airport, her words made a trust, Superior Court Judge Lacy H. Thornburg decided in a judgment Wednesday.

Mrs. Lance declared, according to Mrs. Blanche L. Shuler: "There isn't enough room on the application for all the grandchildren's names, so I will just name Linda Lance and Douglas Lance. If anything happens, give one half to Linda and Douglas and the other half to the rest of the grandchildren."

So Judge Thornburg ruled the \$40,000 insurance policy should be divided among the seven surviving grandchildren thus: (after court costs and counsel fees) 50 per cent to Franklie Surrett Ballard as guardian for the named Linda and Douglas Lance, and 10 per cent each for Frank, Calvin, Michael, Jackie, and Dawn Lance, whose guardian is Mary Lacy Byrd.

Martin Shuler, only child of the daughter who testified to the "trust", died with Mrs. Lance in the crash.

March 27, 1969 *Citizen*, Page 33

At the time of the crash, insurance companies provided dispensers in airports from which passengers could get and complete a life insurance application, enclose payment for the premium, and mail to the insurance company. The policy remained in effect for the duration of the flight.

IT DOESN'T MATTER WHERE YOU SIT, by Fred McClement, Holt, Rinehart and Winston, 238 pages, \$5.95.

The author was 20 years an aviation editor (Toronto Daily Star). He is appalled by passenger deaths expected in air disasters, and draws a horrible picture of the menacing future of air travel.

"Phenomenon of Lighting" will really chill any reader who ever

flew in a thunderstorm. It is a history of crashes, from the beginning, which government agencies tried not to admit were caused by lightning. Then the first jets were built without even the standard protection (static wicks on wings) until after lighting-struck plane crash killed 81 persons. By 1963 a study produced the knowledge that lightning can ignite an inflammable mixture spewing from a jet vent (which explained many previous crashes). But no changes followed on the big jets until the Elkton disaster.

All thunderstorm penetrations should be illegal, the author thinks. For the disasters continue.

Actual fatalities are 22 per cent higher than the statistics recorded, he declares, because only passenger deaths are listed in the annual toll. Of course, crews die too.

In the chapter on Air Traffic Control many collisions above airports are detailed.

Asheville's airport is mentioned in the foreword, in connection with the July 19, 1967

accident when a small Cessna aircraft "deviated into the airspace allotted to a Piedmont 727 jet."

The author declares, "Like most United States airports, the Asheville (one) had no radar to keep track of the traffic in the vicinity. Like many other airports in the country, it is rated by Air Line Pilots Association as below standard in fire and rescue equipment, while its main jet runway is almost 3000 feet below the minimum recommended length."

July 6, 1969 *Citizen*, Page 39 – available retail but not found at any local library

<https://www.amazon.com/doesnt-matter-where-you-sit/dp/0030765102>

<https://www.kirkusreviews.com/book-reviews/fred-mcclement-2/it-doesnt-matter-where-you-sit/>

Suits Reach \$50 Million

A \$700,000 suit against Piedmont Airlines of Winston-Salem and three Missouri companies filed Friday by a Gastonia man as a result of the July 19, 1967 plane crash at Hendersonville, brings the total of claims filed against the defendants to \$50 million.

Steven K. Moore is asking \$250,000 damages each for the deaths of his two daughters and \$200,000 damages in the death of his 70-year-old mother. They were among 82 people killed in the collision of a Piedmont jet and a private plane.

Moore, a Boy Scout executive, alleges in the suit there was a lack of caution on the part of Piedmont flight crew. The suit was filed in Gaston County Superior Court.

The Missouri companies named in the suit were Rapidair Inc., Lanseair Inc. and Olympic Insurance Co.

The first red flag is that it was no longer the Asheville-Hendersonville ("A-H") Airport, but make of this what you will.

Novel's Plot Based On 1967 Air Disaster Over A-H Airport

THE CRASH, by Noah A. Stewart and John Reed Crawford, Asheville: Gladiator Productions, 203 pages, \$5.95.

An Asheville co-author (Noah A. Stewart, former biology teacher at A-B College), an Asheville publishing company, and the story of an extraordinary Asheville event add up to a novel so well-done that it is likely to prove interesting to readers far beyond the local scenes.

But to readers who were here, in July 1967, the story of the collision of a Piedmont Jet and a Cessna near the Asheville-Hendersonville airport will seem like a novel in which they are also characters.

The work is part fiction, part careful accurate fact, but esthetically whole. Its emphasis is feeling, and probing of deep human questions.

"This book is dedicated to Naomi Pressley who performs her duties in an uncommon manner. . ." the first printed page reads. Mrs. Pressley, of Piedmont Airlines, is an agent for

The framework of the book is provided by the experience of Mrs. Nancy Price, who has the desk at the city ticket office of Appalachian Airways. She is haunted by a tune she heard at a revival meeting the night before, as she begins work on July 26, 1967.

The song is "Battle Hymn of the Republic". Chapter 1 quotes "Mine eyes have seen the glory of the coming of the Lord. . . ." and each chapter thereafter begins with a line from the song, and "His truth is marching on", till the end of the last chapter, "Glory, glory hallelujah. . ."

The reader is introduced to around 30 characters who are planning to take the near-mid-day Atlanta-to-Washington jet. None of these people come from the real passenger list of the real jet, and yet they represent very real-sounding types of persons who live or work in this area. Nearly all of them had come to some crisis point in their lives, in which the trip played a great part.

There is a special local kind of pleasure in being embroiled in the daily lives of couples who go to Buck's Drive-In for a coke and a hamburger, down what was "apparently the only highway in the world where there were four to six lanes of traffic entering a two-lane tunnel." Pain, also, in sour remarks about Asheville pre-airport history of "stubbornness, lack of foresight and political lethargy".

New industry executives, a couple from Panther Creek about 15 miles north of Asheville who had never been farther away than Old Fort before, a Navy son returning to duty, a Black Mountain girl going to meet prospective in-laws with a new engagement ring from the fiancé in Vietnam, an angry Swannanoa mother converted at the revival traveling to make peace with her married son, a 72-year-old minister who found God in nature the day before and whose whole sermon of 9 a.m. the fatal day is quoted, a 72-year-old Asheville psychiatrist and a younger Atlanta psychiatrist, a convention girl described as of equal importance with free flowing salt shakers and plenty of linen to the hotel service. . . these are a few of the passengers whose lives to the moment of the crash are described and woven together.

Most of them reach the airport and wait awhile for the delayed plane.

By page 173 ("I have read a fiery gospel writ in burnished rows of steel. . . His truth is marching on") a chapter tells in muted prose many accurate details of the scene and the activity afterward. The last chapter of six pages ties up all the ends.

"Asheville and Hendersonville were the towns most visibly affected. One could detect in the shops and stores a subdued, almost silent sorrow. . . The hustle that was characteristic of the area was missing. A restrained attitude colored every business transaction."

A coda at the end gives some statistics which provide a literary and emotional wallop, and underscore the mystic meaning of the book.

Co-author Dr. John Reed Crawford of Birmingham, Ala., is a former professor of Emory University, international concert organist and composer, who now devotes full time to creative writing. He holds a lifetime grant as author-composer with Asheville's Gladiator Foundation. The authors have published several psychological and sociological studies, and are now collaborating on a second novel, a musical drama, and an opera.

The book's cover was "tweaked" (poorly) because of distracting water stains.

THE CRASH

BY
NOAH A. STEWART
AND
JOHN REED CRAWFORD

Midair Crash Suit Settled

ROANOKE, Va. (AP) — A settlement of \$128,000 has been approved in Roanoke Law and Chancery Court in the death of a Piedmont Airlines jet passenger in a collision over Hendersonville, N. C., in 1967.

The matter was in the Roanoke court because Virginia Marie Boninsegna Little of Cleveland, Ohio, said defendants in suits in North Carolina would agree to the settlement only if she were authorized to sign a release on behalf of her 5-year-old daughter.

The court ordered the release signed. Mrs. Little said she and her daughter, Kathryn Little, would divide the proceeds after payment of expenses, fees, costs and subrogation claims.

The settlement is for the death of her husband, Roger Wayne Little, a passenger on the Piedmont Boeing 727 jet that collided with a Cessna plane as the jet took off from Asheville, N. C.

The order settles suits brought by the administrator of Little's estate in both Henderson County Superior Court and the U.S. Court for the Western District of North Carolina.

Defendants in these suits were listed as the United States, Piedmont Aviation, Lanseair, Inc., owner of the Cessna, and several insurance companies. The papers did not

state which were contributing toward the settlement.

The court appointed a Roan-

oke bank as guardian of the child's share of the settlement proceeds.

Judge Says Air Crash Suits Settled

Most of the civil suits arising out of the July, 1967, mid-air collision of two airplanes near Hendersonville have been settled, according to Superior Court Judge Harry C. Martin here.

The crash was between a Piedmont 727 and a twin-engine Cessna, and 82 persons were killed.

Martin was assigned to handle the cases filed in North Carolina courts. The final case was

settled several months ago, he said.

Millions of dollars in claims were filed in Henderson County Superior Court as a result of the air crash, the worst in the history of North Carolina aviation.

Martin said he could not remember the exact number of cases but court officials said it was around 58 to 60.

Several of the cases, the judge said, were in federal

court and it was his understanding these too have been settled.

Official records in the settlements are under lock and key and are not a part of the public record at the Henderson County Courthouse.

Martin said that many of the settlements were dismissals and therefore would not have information as to blame or amount of settlement.

February 19, 1972 *Citizen*, Section 2, Page 11

Machine Keeps Track Of Instrument Flights

By JOHN C. DILLS
Citizen Staff Writer

Asheville Airport doesn't have a radar yet, but it does have "F-DEP."

The initials stand for flight data electronic processing.

It's a new controllers' tool to help them keep track of airplanes on instrument flight plans into, out of, and through the area controlled by Asheville tower.

F-DEP is a terminal hook-up with the Air Route Traffic Control Center in Atlanta, which controls all IFR (instrument flight rules) traffic in a large portion of the Southeast, including Asheville.

Bob Johnson, tower watch supervisor, said all IFR flight plans from Asheville are punched on the machine and stored in the Atlanta computer an hour ahead of the plane's estimated time of departure. Then, when the plane takes off, a code is punched on the machine and a flight progress strip is automatically printed out, showing the type of airplane, identification, the proposed departure time, requested altitude and flight route.

On inbound flights, the computer prints out the identification, type clearance point and flight route.

"It would take us from three to eight minutes to get all the information by telephone," Johnson said. It takes a second or so for the computer to print out all the data on a flight progress strip — they used to be made up by hand.

A typical airline flight plan might read: "P137 B737/A R120 AVL AVL BRA V222 OCR ATL oCSFP."

Translated, it means Piedmont Airlines Flight 137, a Boeing 737, requesting 12,000 feet from Asheville to Broad River (a radio beacon near Hendersonville) along Airway Victor 222 to Norcross, Ga., to Atlanta Airport. Center-stored flight plan."

The airlines store a number of flight plans at the be-

ginning of each month, and are activated daily. If a flight plan isn't activated within two hours after the proposed departure time, Johnson said, the computer automatically clears it, unless it's a center-stored flight plan.

General aviation flight plans are handled much the same way, except that instead of a number like P137, the aircraft identification number is used: N1909W, BE50/A TPA AGS V185 SUG 177/013 80 5A7, for example.

The first number identifies

the airplane; the second tells that it's a Beechcraft Model 50 (Twin Bonanza), from Tampa, Fla., by way of Augusta, Ga., along Victor 185 to Sugarloaf Mountain VOR, with the VOR radial and distance, flying at 8,000 feet, going to 5A7 (Beech Mountain).

The /A means the aircraft is equipped with a radar transponder.

The new keyboard computer terminal, Johnson said, helps tremendously in time-saving, especially on departures.

March 11, 1972 *Citizen*, Section 2, Page 9

Airport Radar Is On The Way

By **JOHN C. DILLS**
Citizen Staff Writer

Asheville Airport is moving closer to its long-awaited surveillance radar installation.

U. Gary Taylor, city director of aviation, said Thursday the Federal Aviation Administration has approved the layout for the radar tower site north of Asheville Flying Service, and rights-of-way for electric cables and a road to the tower site.

Ground construction on the tower site is expected to begin within 60 days, and construction has already begun on facilities in the terminal building for the telephone control equipment room.

FAA has asked that the equipment room be ready by Aug. 1, Taylor said, and is providing 50 per cent of the funding to expedite the construction changes needed.

The Region B Planning and Development Commission (formerly Upper French Broad Economic Development Commission) offices will be vacated for the use of FAA Airways Facilities Sector personnel, Taylor said. However, the AFS personnel will eventually occupy an office site at the radar tower site.

But Taylor said no word has yet been received on when the radar tower itself and the radarscope for the control tower will be installed.

The entire second floor of the

terminal building exclusive of the National Weather Service space will be given over to the use of AFS personnel and equipment, Taylor said.

Industrial Maintenance Overflow Corp. of Hendersonville is doing the interior work and Asheville Electric Co. is doing the wiring for the installation.

In addition to the work being done to accommodate the radar equipment and personnel, the airport now has a freight-express-mail and heavy baggage loading dock attached to the north end of the terminal.

Taylor said the loading dock will be enclosed, and will also serve as a storage area during the hours no flights are operating. It will also be used for loading and unloading baggage too large or heavy for the conveyor system.

The dock is open to the access road for trucks and mail carriers on the north side, and to airline offices on the south, but is completely separated from the passenger gates. A door that can be locked to keep unauthorized persons out of the airline loading area will be one feature of the new dock, Taylor said.

The dock is being built to relieve the airline loading area of the congestion caused by its previous being open to vehicular traffic.

July 14, 1972 Citizen, Page 19

And Only A Few Hours Before...

By BRUCE GOURLAY
Citizen-Times Staff Writer

The tip came to The Times newsroom about 9:30 a. m.

Secretary of the Navy John T. McNaughton is in town. He's at the Biltmore Forest Country Club, but is leaving soon.

A quick phone call to the club found McNaughton at breakfast. But he answered a page and came to the phone. Would he be available briefly for a photograph and interview?

"Well," he said. "There isn't much time. Tell you what. A picture is fine, but could we skip any interview about world affairs?"

"At least while I'm on vacation," he quipped.

McNaughton was going to leave for Asheville Airport at 10:30 a. m. His plane to take him back to Washington was to depart at 11:28 a. m.

So Photographer June Glenn Jr. and myself made a date for 10:10 a. m.

When we arrived, McNaughton, his wife Sarah, and son Theodore, were still eating breakfast. He came to the lobby and greeted us.

"I'm McNaughton," he said, introducing himself as he would to a fraternity brother. He was tall and lean, serious and friendly. He asked if we wanted to

take the picture at the breakfast table. It was exactly what we had in mind.

While Glenn snapped a number of pictures, McNaughton answered several questions about himself and his career.

Actually, he wasn't Secretary of the Navy yet, he pointed out.

"What's the date today. . . the 19th. . . well I'll be Secretary of the Navy in 12 days. Right now my official title is Secretary of the Navy-designate."

He explained that he was to succeed Paul H. Nitze in the position. Nitze on July 1 was elevated to deputy secretary of defense. This means, he added, that the Secretary of the Navy

job is actually vacant at present.

For the past three years, McNaughton had served as assistant secretary of defense for international security affairs.

McNaughton, who was 46, and his blonde wife, were in Asheville a day-and-a-half to pick up their son, who had been at Camp Sequoyah near Weaverville the past five weeks.

He said it was his first trip to Asheville, "and I think it's lovely here, except that you gave us some rain yesterday."

The son, who concentrated intently on a plate full of waffles during the meeting, would have been 12 "in a few days."



Two Hours Before Tragedy

John T. McNaughton, who was to become Secretary of the Navy in 12 days, chatted with newsmen in Biltmore Forest Country Club Wednesday morning. He is flanked by his wife Sarah and son,

Theodore, almost 12. Less than two hours later, they were killed in the air crash near Hendersonville. (Staff Photo by June Glenn Jr.)

Friend Tells Of McNaughton's Visit Here

The nation has lost "a very, very valuable public servant" in the death of Secretary of the Navy - designate John T. McNaughton, an Asheville friend said Wednesday night.

Attorney William J. Cocke and Mrs. Cocke entertained the McNaughton family Tuesday evening at their home, 11 Buena Vista Road, Biltmore Forest.

"Mr. McNaughton was a man of high education and a broad understanding," Cocke said. "He had a brilliant mind."

He said he and Mrs. Cocke were "distressed and shocked" at McNaughton's death in the crash of a Piedmont Airlines jetliner near Hendersonville.

McNaughton, who was to become Secretary of the Navy on Aug. 1, was in Asheville with Mrs. McNaughton to pick up their son, Theodore, who had been at Camp Sequoyah near Weaverville for the past five weeks.

The McNaughtons also had an older son, a student at Cornell University, who is traveling in Europe this summer, Cocke said.

The Cockes have a son, William J. Cocke III, who earned a doctor of philosophy degree at Cornell.

"Mr. McNaughton was most interested in an article which

my son had published in the *Astrophysics Journal* and had sent to us," Cocke said. "He considered it a significant piece of work."

Mr. and Mrs. Clarence LeBus of Lexington, Ky., also were guests of the Cockes Tuesday evening along with the McNaughtons.

The McNaughtons stayed at Biltmore Forest Country Club and had visited the Biltmore Estate on Tuesday.

"He was particularly impressed with our area," Cocke said.

Both McNaughton and Cocke were Rhodes scholars at Oxford University in England, Cocke in 1926-29 and McNaughton in 1948, at Oriel College, Oxford.

The Cockes met the McNaughtons through their friendship with Grove Seely, formerly of Asheville and now of Washington, D. C.

Cocke said McNaughton expressed strong support for the administration policy in Vietnam during Tuesday evening conversation.

He said McNaughton also spoke highly of Defense Secretary Robert McNamara, with whom he had worked "most cordially," and of Presidents Johnson and Kennedy.

McNaughton, a former professor of law at Harvard University, joined the Kennedy Administration in its early days, Cocke recalled. He had served

as assistant secretary of defense for International Security Affairs.

—Luther Thigpen

July 20, 1967 *Citizen*, Page 10

The Last Salute: Civil and Military Funerals, 1921-1969²

**Secretary of the Navy-Designate John T. McNaughton,
Sarah McNaughton, and Theodore McNaughton Special Military Funeral
19-25 July 1967**

http://www.history.army.mil/books/Last_Salute/Index.htm - scroll to

- 1) "Contents", Chapter XXVII, Page 309
- 2) "Appendix", Section "E", Number 8, Page 419



U.S. House of Representatives
Committee on Transportation and Infrastructure
Washington, DC 20515

Don Young
Chairman

James L. Oberstar
Ranking Democratic Member

April 10, 2006

Lloyd A. Jones, Chief of Staff
Elizabeth Megginson, Chief Counsel

David Heysfeld, Democratic Chief of Staff

The Honorable Mark V. Rosenker
Acting Chairman
National Transportation Safety Board
490 L'Enfant Plaza, SW
Washington, DC 20594

Dear Acting Chairman Rosenker:

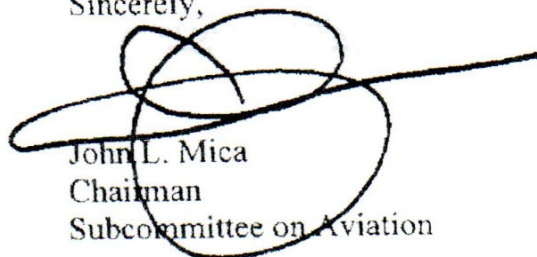
Please find enclosed a letter and supporting materials I received from Mr. Paul D. Houle regarding the mid-air collision between a Piedmont 727 jet and a Cessna 310 that occurred over Hendersonville, NC, on July 19, 1967. As you know, the National Transportation Safety Board (NTSB) investigated this crash, and ultimately placed blame on the Cessna for the collision.

Mr. Houle states that he has uncovered information that exonerates the pilot of the Cessna from wrongdoing and, instead, implicates Piedmont Airlines. Particularly troubling is Mr. Houle's claim that the Board's investigation may have been compromised by a conflict of interest involving the Investigator In Charge (IIC). In March 2005, Mr. Houle petitioned the NTSB to reopen this case, but he has not received any information since then on the status of his request.

I am requesting that an evaluation of Mr. Houle's claims be completed as quickly as possible and that serious consideration be given to Mr. Houle's concerns.

Thank you very much for your attention to this matter.

Sincerely,



John L. Mica
Chairman
Subcommittee on Aviation

Enclosure



U.S. House of Representatives
Committee on Transportation and Infrastructure
Washington, DC 20515

Don Young
Chairman

James L. Oberstar
Ranking Democratic Member

Lloyd A. Jones, Chief of Staff
Elizabeth Megginson, Chief Counsel

David Heymsfeld, Democratic Chief of Staff

April 14, 2006

Mr. Paul D. Houle
101 Forestview Drive
Boiling Springs, SC 29316

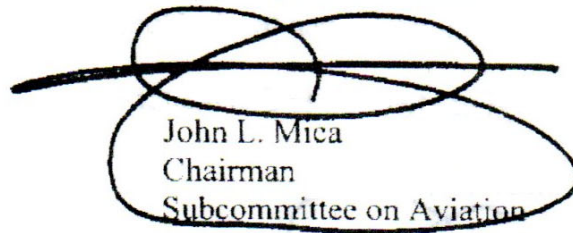
Dear Mr. Houle:

Thank you for your recent letter regarding your petition to the National Transportation Safety Board (NTSB) to reopen its investigation of the mid-air collision that occurred over Hendersonville, NC, on July 19, 1967. The new information you have discovered regarding the NTSB's investigation of this accident is certainly troubling.

As you can see from the enclosed letter, I have asked the Board to complete its evaluation of this new information as quickly as possible, and give serious consideration to your concerns.

Thank you for bringing this important matter to my attention.

Sincerely,



John L. Mica
Chairman
Subcommittee on Aviation

Enclosure



National Transportation Safety Board

Washington, D.C. 20594

Office of the Chairman

MAY 23 2006

Mr. Paul Houle
101 Forestview Drive
Boiling Springs, South Carolina 29316-9152

Dear Mr. Houle:

This letter acknowledges receipt of your petition for reconsideration of the National Transportation Safety Board's findings in the investigation of the July 19, 1967, accident involving a Piedmont Airlines Boeing 727, N68650, and a Lanseair Cessna 310, N3121, which collided in midair near Hendersonville, North Carolina.

The Safety Board considers proper petitions filed in compliance with 49 *Code of Federal Regulations* (CFR) 845.41, which is enclosed. Petitions may be filed by parties to the investigation or hearing or other persons having a direct interest in the accident investigation. Although the regulations do not define "a person having a direct interest," this language was not meant to include independent researchers who have no other connection to an accident. The benefit of reconsidering an investigation must also be assessed with due consideration given to the time that has passed since the accident, the fact that many of the original records from the investigation no longer exist, and that many participants to the investigation are no longer available. I have decided that we will consider and evaluate your request as a proper petition for reconsideration if you comply with the enclosed instructions. We will process the reconsideration request in sequence with other Petitions for Reconsideration now awaiting staff availability.

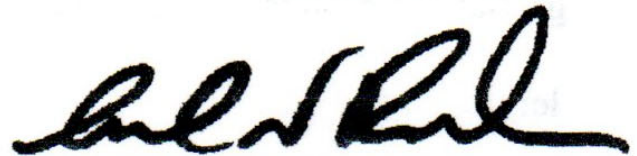
As an administrative matter, and in accordance with 49 CFR 845.41(b), for your petition to be processed, you must provide proof of service to all parties to the investigation as indicated in the Safety Board factual report of the investigation. Proof of service can be copies of mail receipts signed by the recipient, an affidavit acknowledging that the parties received the petition, or any reasonable proof that the petition was received by the parties to the investigation. Parties to the investigation included: the Boeing Commercial Aircraft Company, the Federal Aviation Administration, Piedmont Airlines, Lanseair, and Pratt & Whitney. Piedmont Airlines has since been purchased by USAirways, which we consider the successor in interest to Piedmont Airlines. so your petition should be sent to USAirways. If Lanseair or a successor exists, a copy of the petition should also be sent to that entity.

Following service to all parties, they will be given 90 days to respond before consideration and analysis of your petition begins. Please advise the parties that any response to your petition should be addressed as follows:

Director
Office of Aviation Safety
National Transportation Safety Board
490 L'Enfant Plaza East, S.W.
Washington, D.C. 20594

The Safety Board will send you our response to your petition following review.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mark V. Rosenker', written in a cursive style.

Mark V. Rosenker
Acting Chairman

Enclosure

NTSB to review '67 air crash

THE ASSOCIATED PRESS

SPRINGFIELD, Mo. — The National Transportation Safety Board has agreed to review a 1967 deadly midair collision in North Carolina that had long been blamed on Missourians.

The NTSB has agreed to look at evidence from amateur historian Paul Houle, who lives a few miles from the rural North Carolina crash site.

The 1967 crash near Hendersonville, N.C., killed 82 people, including Springfield insurance executives Ralph E. Reynolds, 48, and Robert E. Anderson, 36; the pilot of their twin-engine Cessna, John David Addison, 48, of Lebanon, Mo.; and the 74 passengers and five crew on Piedmont Airlines' Flight 22.

The NTSB's report issued 14 months later said the probable cause "was the deviation of the Cessna 310 from its IFR (Instrument Flight Rules) clearance, resulting in a flightpath into airspace allocated to the Piedmont Boeing 727."

But Houle argued that the investigation was flawed and may have unfairly blamed the Missourians for the crash.

Houle's petition asking the NTSB to re-evaluate the crash said air traffic controllers had given confusing instructions, the 737 pilot had strayed from his specified course, and that plane's crew was distracted by a fire in a cockpit ashtray less than a minute before the collision.

Houle also noted that the NTSB's chief investigator was the brother of a Piedmont vice president. Both brothers have since died.

'67 plane crash: A mystery?

Man's curiosity raises questions about findings

By Adam Behsudi
ABEHSUDI@CITIZEN-TIMES.COM

HENDERSONVILLE — For the past five years, Paul Houle has been trying to make right what he calls a terrible wrong.

In July 1967, a Piedmont Airlines 727 collided with a Cessna 317 in the skies over Hendersonville. With 82 people dead, it remains the worst aviation disaster in state history.

In a National Transportation Safety Board

report, adopted in 1968, the Cessna was blamed for the collision.

On May 23 of this year, Mark Rosenker, the acting chairman of the NTSB, sent a letter to Houle saying the agency would consider evidence he found through his own investigation, which exonerates the Cessna as the cause of the crash.

Houle's findings claim the tragedy can be blamed on two things: negligence of the 727 crew, whose members

WEB EXTRA

Visit **CITIZEN-TIMES.com** to hear researcher Paul Houle and Holly Case, whose father died in the Piedmont Flight 22 crash, talk about the accident and to read documents related to the crash.

ignored airport departure procedure and were preoccupied with an ashtray fire in the cockpit moments before the collision; and **Please see CRASH on A3**



ADAM BEHSUDI/ABEHSUDI@CITIZEN-TIMES.COM

Paul Houle, a Spartanburg, S.C., resident who investigated the 1967 mid-air collision that left 82 people dead near Hendersonville, stands near the site where the bulk of the wreckage was found.

June 12, 2006 *Citizen-Times*, Page A1

CRASH: Man found radio transcripts were altered

Continued from A1

Asheville Regional Airport air traffic control, which gave improper landing clearance to the Cessna pilot.

Houle, a truck fleet manager who has always loved research, also says a conflict of interest may have compromised the original NTSB investigation. NTSB investigator Thomas Saunders was the brother of H.K. "Zeke" Saunders, the vice president of Piedmont Aviation Inc.

Normally, a case can only be reopened if "parties to the investigation" provide evidence. In his letter, Rosenker said independent investigators such as Houle don't normally fall under that designation.

"I'm heartened that the NTSB has taken the first step in looking at this case in an unbiased light," said Houle, a Spartanburg, S.C., resident who started investigating the accident after he began securing funds for a memorial for the victims, which was dedicated in 2004.

NTSB spokesman Ted Lopatkiewicz said the board would consider any information if members deemed it worthy of review.

"If someone sends us what they consider to be new information, we will certainly consider it," he said. "We want to get it right, and we're not above admitting that we were wrong."

'Good cop, bad cop'

At one minute past noon on July 19, 1967, the bulk of the two planes' fiery wreckage fell into a clearing that is today littered with piles of gravel and brush.

Halfway across the country, Holly Anderson Case, 10 at the time, soon heard a knock on

the door of her family's Springfield, Mo., home.

Her father, Bob Anderson, traveling with colleagues, was among the victims. He was a safety engineer for Lanseair Inc., an insurance agency based in Springfield.

"I remember everything that happened, I remembered everyone that came to the house," said Case, who lives just outside of Springfield.

Visitors included FBI agents, who Case said subjected her mother to intense "good cop, bad cop" interrogations.

"My family is gratified that the NTSB will finally analyze this case without prejudice or influence from outside sources," she said.

The documents

According to NTSB documents and cockpit transcripts, at less than four minutes before noon, the Cessna, carrying Case's father, approached the Asheville Airport. At the same time, the Piedmont 727 was readying for take-off.

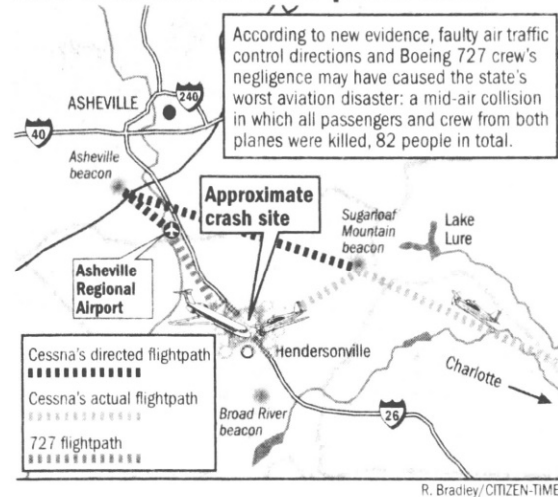
In 1967, Asheville air traffic control didn't have the luxury of radar. James Watkins, the controller working at the time, had to be on the phone with Atlanta to receive radar direction.

John Addison, the pilot of the Cessna was cleared to land as he approached the airport from the Asheville VOR or Sugar Loaf Mountain beacon, 10 miles east of the airport. The documents show Watkins gave the direction:

"Three one two one Sugar cleared over the VOR to Broad River, correction make that the Asheville Radio Beacon ... over the VOR to the Asheville Radio Beacon ..."

The actual Asheville radio beacon, where Watkins had

New evidence in 1967 plane crash



R. Bradley/CITIZEN-TIMES

directed the Cessna, was seven miles northwest of the airport.

Addison replied that he would be approaching "via two three eight," a specific bearing that would put him at the Broad River Beacon and the same area the 727 would be in after take-off. On Addison's flight charts, the recently installed Asheville beacon where he was directed to go was not even marked.

Houle found that the "via two three eight" in the official transcripts had been omitted in the NTSB report. In its place, a four-second pause was reported.

"He told air traffic control exactly the direction he was going," Houle said.

Meanwhile, Watkins was busy on the phone with Atlanta, directing the landing of another Piedmont jet.

He did not hear the bearing of "two three eight" and told the Cessna to approach

for landing.

Court records sealed

Joe Dando, the owner of Lanseair Inc. and the Cessna involved in the collision, was shocked to see the reports of the crash on national news and even more shocked to find out two of his employees and the pilot were dead as a result.

"It had an impact on me personally," said Dando, who lives in Springfield, Mo. "I had some valued employees that perished."

The collision put Dando out of business. He also spent nearly three months in Asheville, giving a deposition for a civil case filed in U.S. District Court by victims' families.

A settlement was made outside of court, but Dando said he didn't know how much actual settlement money the families received.

Although all the settlements

were approved in 1971, U.S. District Court Judge Lacey Thornburg said the case was sealed and would remain sealed, after Houle requested to see the court documents.

The collision

At two minutes before noon, the Piedmont 727 took off from the airport, headed for Washington, D.C. Houle's report suggests the pilot and crew of the 727 made some egregious errors in the seconds before the collision.

Once in the air, Houle says the crew of the jet violated airport departure procedure by turning the plane to the east before it reached a mandatory 5,000 feet.

When the plane changed direction at 4,200 feet it exited a computer guided flight plan that would direct it to the next waypoint. Now, the crew fell under visual flight rules where they were responsible for looking out for what was in front of them.

Right after take-off, the transcript reports that the crew became preoccupied with a small fire that had apparently flared up in an ash-tray in the cockpit.

According to Houle, the Cessna should have been visible to the crew within moments if its members were following visual flight rules.

The fire was a burning cigarette. A few seconds of good-humored conversation followed. After that, the transcript abruptly ends with one of the crew members saying "Ugh."

At that moment, the Cessna and 727 had collided in mid-air killing everyone on both planes.

In the NTSB report, there was no mention of the ash-tray

fire and the distraction it may have caused.

Old case, new evidence

The report was adopted in 1968 and became the first major air catastrophe the NTSB had investigated. The board was formed only three months before the accident.

During the investigation there was a hearing in which John Yodice represented the interests of the Aircraft Owners and Pilots Association.

"At the time, the concern always was that the recommendations coming out from the NTSB would be inimical to private aviation," said Yodice, who still works as an attorney for the AOPA.

Although the NTSB report says the Cessna was the primary cause of the accident, Yodice said some safety recommendations were made. As a result, navigational aids are no longer named after the airports.

The Asheville beacon, the source of the Cessna pilot's confusion was renamed Biltmore. The Asheville VOR was officially changed to the Sugar Loaf beacon.

But after nearly 40 years, Yodice is not sure how much effect the consideration of Houle's new evidence by the NTSB will have.

"The question is after such a long period, is it just a Pyrrhic victory or is there a good tangible result that comes from it?" Yodice asked.

For Houle, a man with no connection to the accident who made it his mission to find the real cause of one of the nation's worst mid-air collisions, he just wants the facts revealed and entered into the record.

NTSB stands by '67 Hendersonville crash findings

THE ASSOCIATED PRESS

HENDERSONVILLE — After looking at an amateur historian's work, the National Transportation Safety Board will stand by its findings from a 1967 midair crash in North Carolina.

Paul Houle of Spartanburg had studied the crash between a Piedmont Airlines jet and a Cessna that killed 82 people

near Hendersonville.

He has said the NTSB wrongly said the Cessna pilot was at fault.

The NTSB agreed last year to look at evidence from Houle, who lives a few miles from the rural crash site.

But in a letter to Houle last week, officials said they would stand by the original report.

The July 19, 1967, crash killed

two insurance executives from Springfield, Mo., and their Cessna pilot, along with 74 passengers and five crew members on Piedmont Airlines' Flight 22.

The NTSB's report issued 14 months later said the probable cause "was the deviation of the Cessna 310 from its IFR (Instrument Flight Rules) clearance, resulting in a flightpath

into airspace allocated to the Piedmont Boeing 727."

Arguing probe flawed

Houle — who didn't have any connection to any of the victims — argued that the investigation was flawed and may have unfairly blamed the Cessna for the crash.

He said air traffic controllers had given confusing instruc-

tions, the 737 pilot had strayed from his specified course, and that the plane's crew was distracted by a fire in a cockpit ashtray less than a minute before the collision.

Houle also noted that the NTSB's chief investigator at the time was the brother of a Piedmont vice president.

The NTSB said there was no evidence the connection affect-

ed the case. It also said the fire was deemed inconsequential and that it isn't clear what the Cessna pilot told the control tower because the tape was garbled.

But Houle questions whether the NTSB conducted a new investigation rather than reviewing old notes. He says he'll lobby Congress to keep the case alive.

February 11, 2007 *Citizen-Times*, Page C4

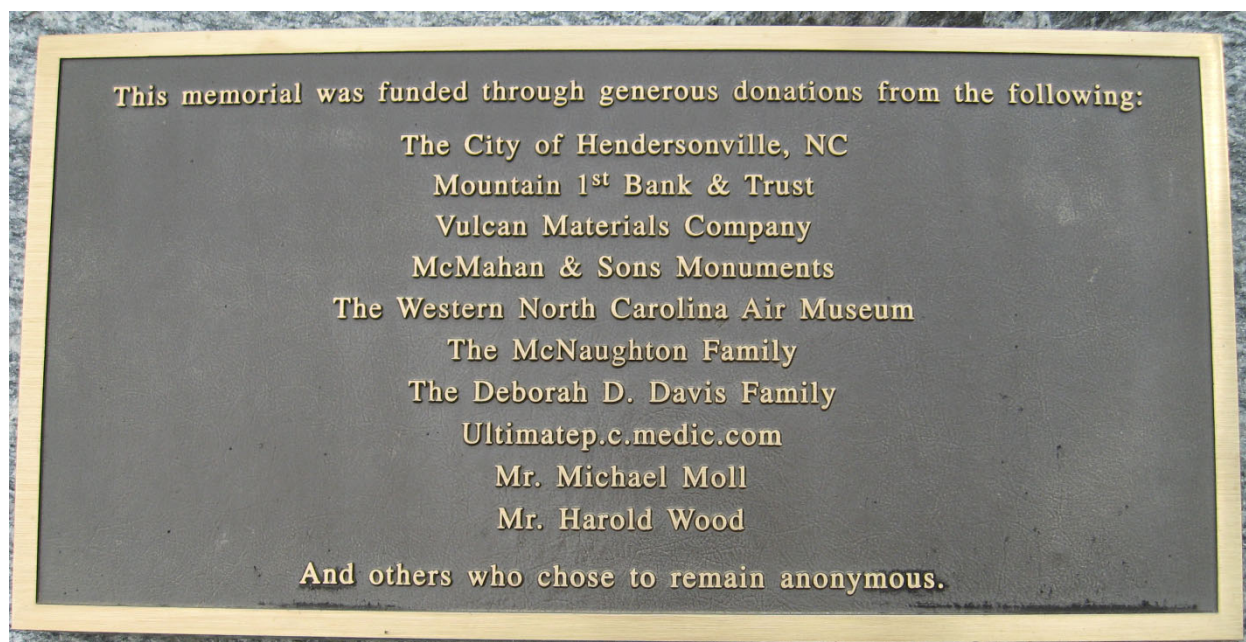


The memorial, shown above, was dedicated in 2004.

Travel I-26, taking Exit 49 (U. S. 64 West/Four Seasons Boulevard). Drive .4-mile to the second traffic light, turning left onto Orrs Camp Road, across from Carolina Village Road. The flag pole will be clearly seen ahead of you, at Jack Drive, across from Mitchelle Drive and, as of May 5, 2017, in front of United Federal Credit Union at 101 Jack Street, and Shuler Funeral Home at 125 Orrs Camp Road. The majority of debris landed at Camp Pinewood, on West Prince Road, approximately .4 mile further on Orrs Camp Road.

The victims' names are listed on the monument according to the aircraft's manifest. The jet's crew is listed fifth-through-eighth from the bottom, and the Cessna's passengers and pilot are listed as the final three.





The online donor seen on the plaque above is at <http://ultimatep.c.medic.com/>

Burial information: <https://findagrave.com/cgi-bin/fg.cgi?page=vcsr&GSvcid=464560>

THE PIEDMONT AVIATION HISTORICAL SOCIETY



PIEDMONT

Flight
of the
PACEMAKER

by Frank Elliott

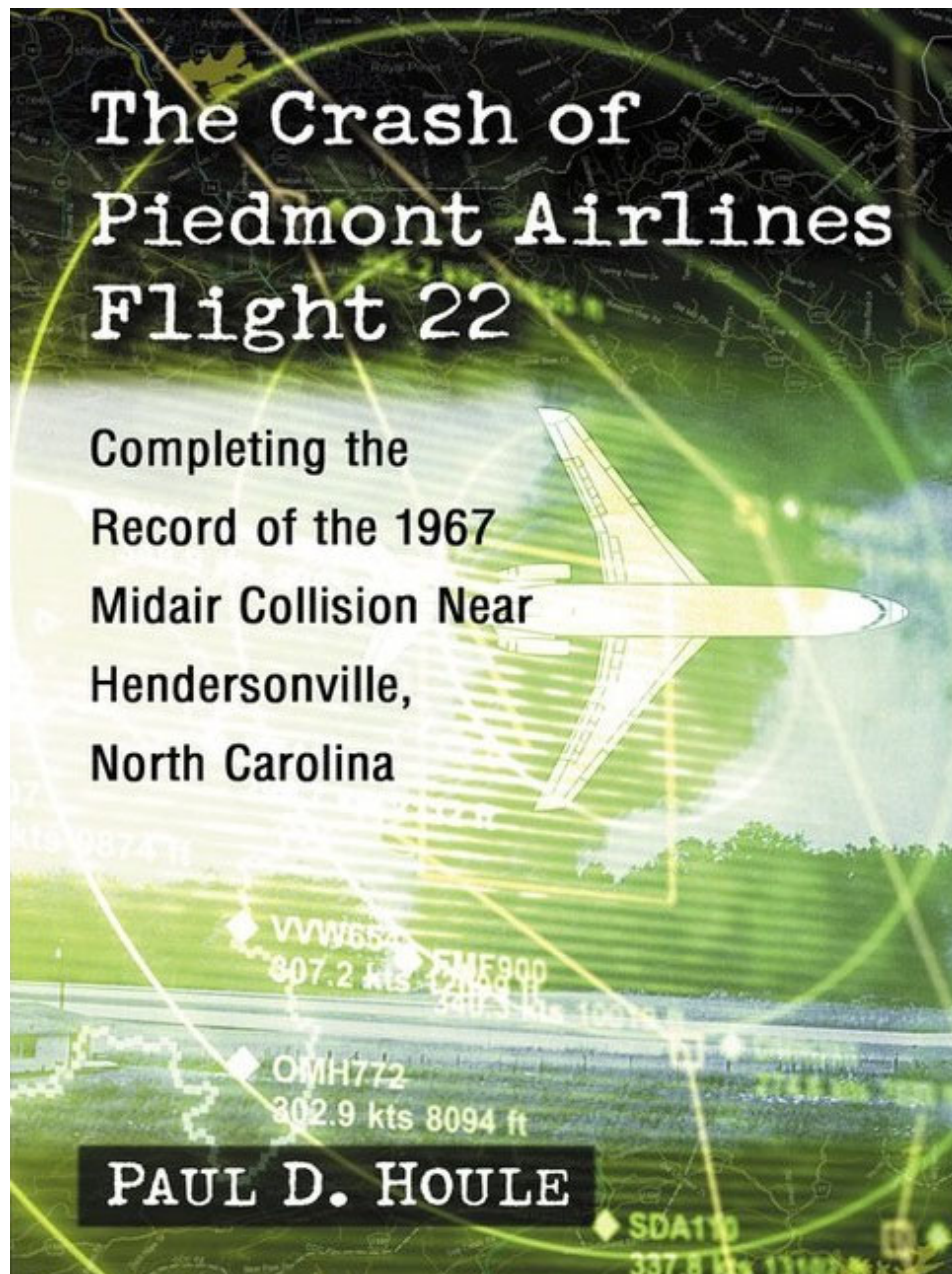
compiled by
Elizabeth K. Norfleet



Piedmont's \$52, 384-page, hardcover, coffee table history book, *Piedmont: Flight of the Pacemaker*,

written in 2006 by Frank Elliott, and compiled by Elizabeth K. Norfleet, is at the Hendersonville and Fletcher Library. It may be bought from the usual booksellers or from the Piedmont Aviation Historical Society, P.O. Box 25864, Winston-Salem, NC 27114 or 336-765-4363.

<http://www.jetpiedmont.com/pahs/OrderForm0907.pdf>



The above 224-page, \$35 hardcover book, written in 2016 by the same gentleman who asked for the 2006 investigation, is helpful. This same gentleman spearheaded the movement for the monument shown on the previous pages. The book is available at the usual booksellers, as well the Henderson County

Heritage Museum and the Henderson and Buncombe County Libraries.

Mr. Houle has almost twenty years of experience in transportation. A former traffic accident investigator with the U.S. Army, he earned a Bachelor of Arts degree in history from the University of North Florida in Jacksonville in 1992, and a master's degree in Aeronautical Science from Embry-Riddle Aeronautical University in 2008.

He states, "This book is an effort to answer the questions of those families who lost loved ones in the crash of Piedmont Flight 22."³ It is hoped that the questions of those families who lost loved ones in the crash of the Cessna are also answered. The book's focus is on events leading to the crash. Although it speaks to the professional lives of some victims, it is not an extended biography, nor a book of "gore." Mr. Houle explains much about the recorded conversations, which helps the reader understand what may otherwise be confusing contexts.

Excerpts are at

https://books.google.com/books?id=JmlECwAAQBAJ&pg=PA53&source=gbv_selected_pages&cad=3#v=onepage&q&f=false

Writings from the late John Keel – <http://www.johnkeel.com/> - author, journalist, parapsychologist, and student of unidentified flying objects, say "important men" were killed in airplane crashes, one of whom he said was Piedmont Flight 22 victim Secretary-Designate of the Navy McNaughton – <http://www.johnkeel.com/?p=3209>

At least a couple of questions remain. Where the fire departments get water to fight the fire(s) other than from a "gulley" as mentioned in one article? The lake at Camp Pinewood may have been used, but no documentation has been found. Another question is why the judge ordered the sealing of the records of all lawsuits. It doesn't seem reasonable to think that such a large number of lawsuits were settled out-of-court, with the requirement that the settlement(s) remain sealed.

All newspaper articles and newspaper photographs ©Asheville *Citizen*

¹From *Piedmont: Flight of the Pacemaker* ©2006, Page 232, used with permission

²*The Last Salute, Civil and Military Funerals, 1921-1969*, by B. C. Mossman and M. W. Stark

³Quotation used with author's permission

Asheville Fire Department information is from fire department records

July 18, 2017 *Citizen*: <http://www.citizen-times.com/story/news/local/2017/07/17/memories-regions-worst-air-crash-remain-painful/484055001/>