

Welcome to Henderson County!

Dean McCraw CF
McCraw Energy LLC
9/7/2013

Henderson County

- History of the area
- Agricultural Production
 - Apples
 - Dairy Farms
 - Greenhouse Production
- Changes in Land Use



Henderson County Heritage Museum



Cradle of Forestry

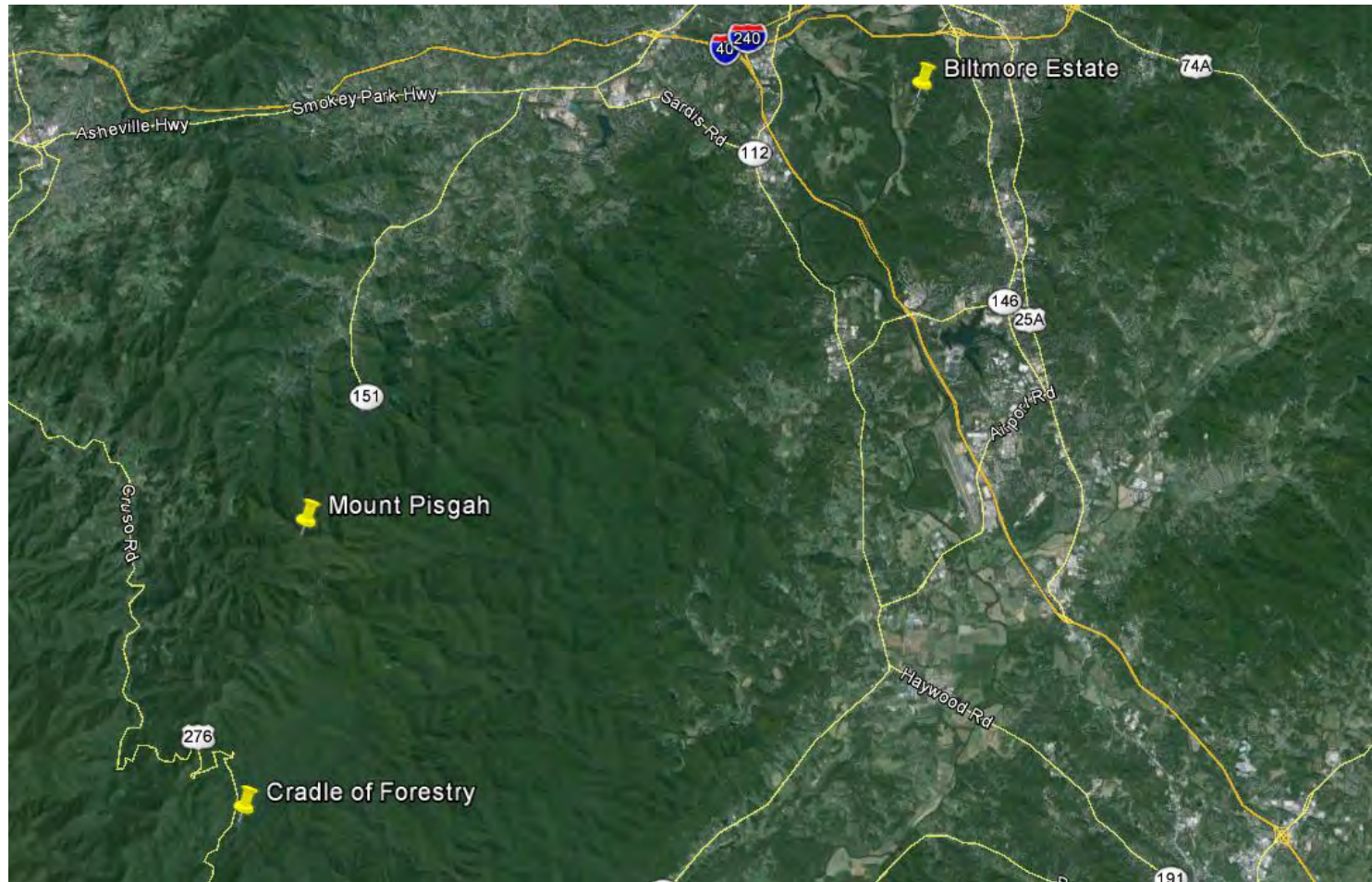


Bitmore Forest School students examine the variety of flora from the forest.



McCraw Energy

From CF to BE



Biltmore Estate



Sliding Rock



Looking Glass Falls



Blue Ridge Parkway



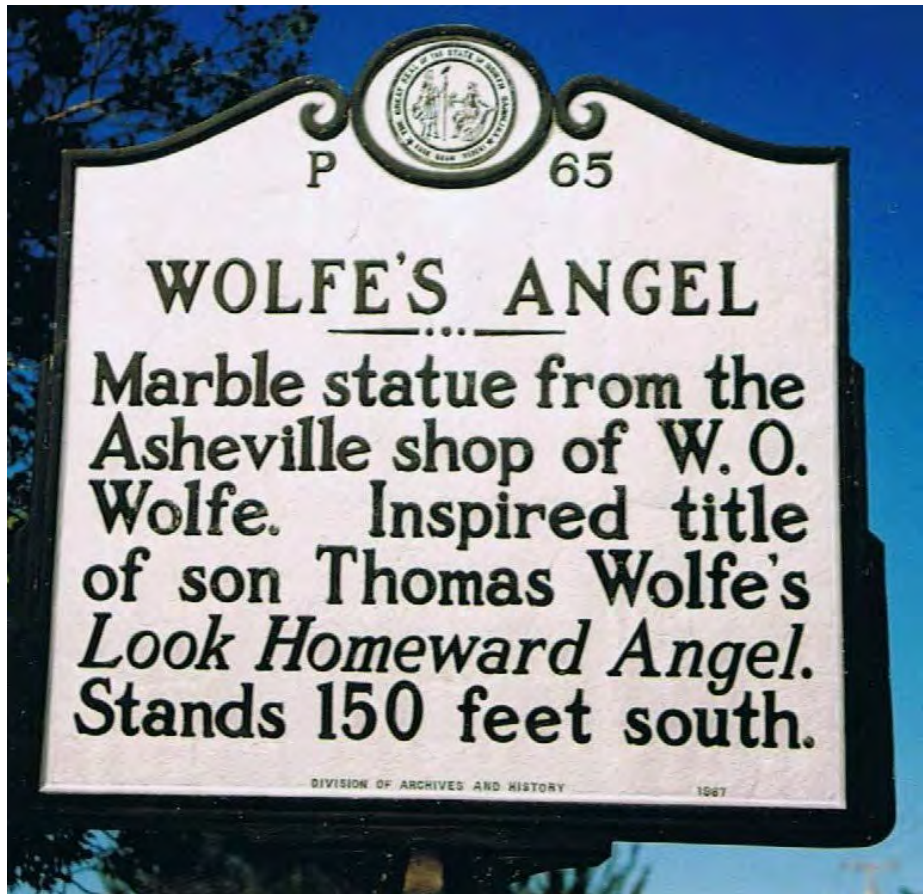
Chimney Rock Park



Flat Rock Playhouse



Thomas Wolfe



NC Apple Festival



July 19, 1967



July 19, 1967

While weather reports for July 19th vary, scattered clouds were present and visibility was limited to between 4 and 5 miles.*

Flight 22 leaves the airport restricted to a flightpath parallel to the runway until reaching 5,000 feet; the tower's precaution to avoid the incoming Cessna's anticipated approach flightpath.

Between 4 and 5 miles, Flight 22 is still barely visible to the tower as it begins a shallow bank to the left.

At 5,000 feet, restrictions are lifted, allowing Flight 22 to fully leave the runway departure angle and begin turning towards its destination of Roanoke, Va.

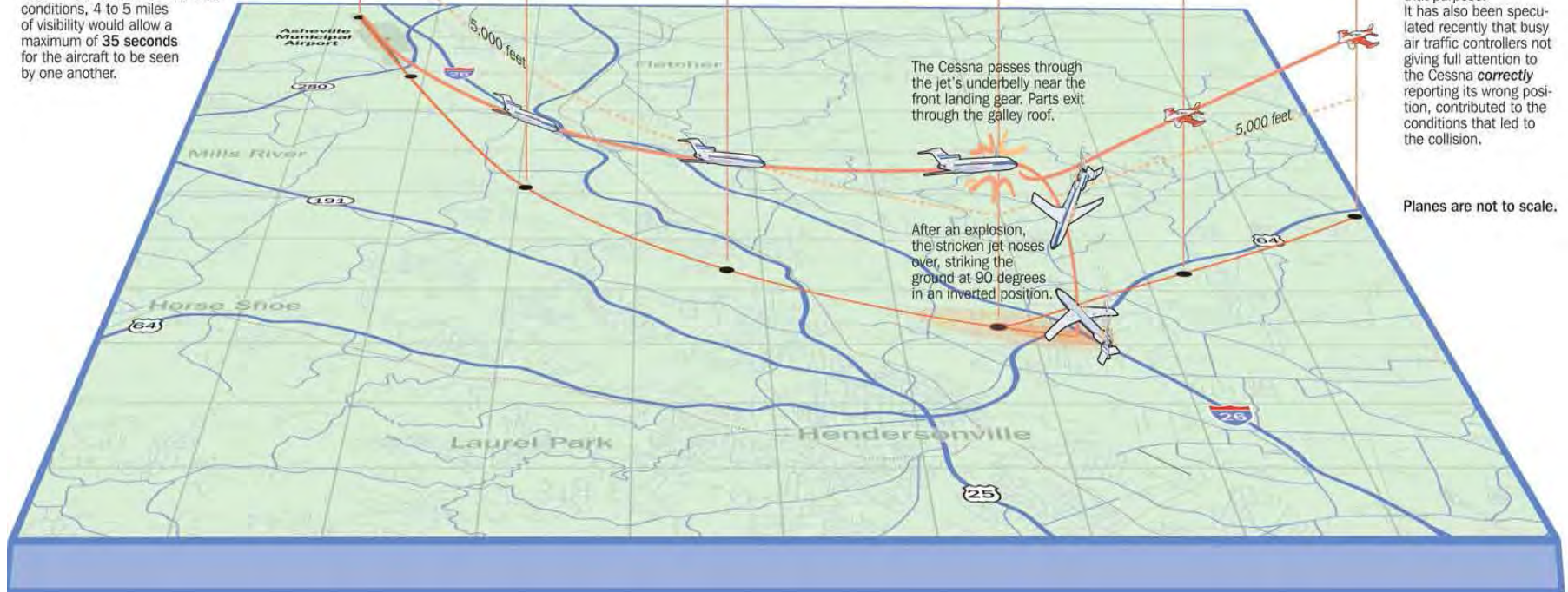
While the crew members of the jet might have observed the Cessna under other circumstances, they were preoccupied (see timeline) and approaching objects appear motionless.

Immediately before impact, the Cessna turns sharply upward, attempting to avoid collision. Ironically, had it taken no evasive action, it might have safely underflown the jet.

The Cessna descends from 7,000 feet and the crew review their approach. It is at this point that some confusion is apparent in the recordings made by the tower.

The NTSB investigation concluded that the Cessna crew, unfamiliar with the Asheville airfield and beacons, may have temporarily opted for a visual approach as they got their bearings. The aircraft may have been following US64 for that purpose. It has also been speculated recently that busy air traffic controllers not giving full attention to the Cessna **correctly** reporting its wrong position, contributed to the conditions that led to the collision.

*The 1967 NTSB investigation determined that, under the best conditions, 4 to 5 miles of visibility would allow a maximum of 35 seconds for the aircraft to be seen by one another.



July 19, 1967



July 19, 1967

