



WITNESS STATEMENT

NTSB Accident Number: CEN16FA095

Location: Xenia, Ohio

Accident Date: January 26, 2016

Voluntary Statement given by Mr. Terry Ferros on January 28, 2016, at the Greene County Airport, Xenia, Ohio

I was coming from Beavercreek on E (east) [US] 35 coming up on Valley [Road] and this plane was going north and low (about 80 to 100 feet off the ground), fast, he was turning left at a high rate of speed, his left wing was dipped low and the nose of the plane looked like it was going into the trees. I kept looking for a fire but [saw] none. I turned right on Progress [Road], went to Upper Bellbrook [Road], turned right [on] to Valley, and came to the airport. A worker walked out and I asked him if any plane has landed in the last ½ hour he said no and I told him that there was a crash here.

Terry Ferros

[REDACTED]

Xenia, OH 45385

[REDACTED]



WITNESS STATEMENT

NTSB Accident Number: CEN16FA095

Location: Xenia, Ohio

Accident Date: January 26, 2016

Voluntary Statements given by Ms. Taria Speakman, on January 26 and 28, 2016, at the Greene County Airport, Xenia, Ohio

January 26, 2016

I was traveling westbound [on US] 35 just coming onto 35 from the bypass beside Walmart and saw a plane flying low over the trees. It then flew over 35 toward the airport. It then was left wing down and then barrel rolled completely going nose down and then straight down nose first into the hillside short of the runway. No fire was seen just a small plume of smoke. Then we pulled off and called dispatch.

Update: January 28, 2016

We were traveling on the bypass from route 42 to 35 West and as we breeched the tree line we saw a small plane to the right above us flying low it seemed. It was in somewhat of a left hand turn with the left wing lower as he got almost above 35 west bound the left wing raised just a little then went back down and the plane then appeared almost sideways with the right wing in the air. Then after the plane was just past all four lanes of 35 it did a complete rotation but the nose was slightly down and then it was nose straight down into the ground into the hill and trees. We pulled to the shoulder of the road and saw one poof of smoke and then nothing. There was no fire that we saw. We immediately called dispatch at 5:55 p.m. to get help. My husband then pulled back on 35 west and used the U-turn lane to get onto 35 east bound. We pulled up beside the guard rail where we thought it went down. My husband jumped out and at that time it was getting dark and we couldn't see it through the trees. At that time we met Lyle [Alzerreca], another witness that had stopped and the fire engine 61 arrived at our location. The fireman went over the guardrail and within few minutes had gotten to the wreckage. We did smell a hint of fuel but not a huge amount. At that point they asked everyone to move up to the airport to give our statements. We did have our radio on and chatting in the car but we never heard any noises not even the engine or the "boom" of the collision.

Taria Speakman

[REDACTED]
Xenia, OH 45385

[REDACTED]



WITNESS STATEMENT

NTSB Accident Number: CEN16FA095

Location: Xenia, Ohio

Accident Date: January 26, 2016

Voluntary Statement given by Mr. Lyle Alzerreca, on January 26 and 28, 2016, at the Greene County Airport, Xenia, Ohio

January 26, 2016

[I] Saw the plane going north, banked left towards westbound 35, banked left back towards the airport, and barrel rolled down out of sight. I was travelling east towards Xenia. [I had] Just crossed Valley/Trebein [Road] when I saw the plane.

Update: January 28, 2016,

I was travelling eastbound on 35, when I saw the plane come over the tree line and abruptly make a sharp left turn, lining itself with the highway, enough to where I could think to myself that the plane was considering an emergency landing on the highway. The plane lost quite of bit of speed and altitude when that first left turn was complete. It was facing west and lined up with the east bound lanes of 35. The plane then proceeded to turn left again, that would be south, toward the tree line. [It was] At a very slow speed then just fell out of the sky. It barreled to the right and at that point I lost view from my window of my vehicle. I never saw the propeller, I never heard anything. And I can't say that the plane was under power or gliding. I never heard a boom or flames.

Lyle Alzerreca

[REDACTED]

Xenia, OH 45385

[REDACTED]



WITNESS STATEMENT

NTSB Accident Number: CEN16FA095

Location: Xenia, Ohio

Accident Date: January 26, 2016

Voluntary Statement given by Mr. Jeremy Speakman, on January 26, 2016, at the Greene County Airport, Xenia, Ohio

I was traveling westbound on US 35, just coming off the 35 bypass ramp. I witnessed a small plane cross over 35 in front of us, the plane was flying on its side, then it suddenly went into a rolling motion, and then nose dived into the trees on the hillside just short of the runway. I immediately pulled off and called dispatch for help. I then circled back on 35 to be on the eastbound side closer the wreck in an attempt to render aid, but I quickly realized the terrain was too dangerous to try. I just stood by until help arrived to point them in the direction.

Jeremy Speakman

[REDACTED]

Xenia, OH 45385

[REDACTED]



WITNESS STATEMENT

NTSB Accident Number: CEN16FA095

Location: Xenia, Ohio

Accident Date: January 26, 2016

Voluntary Statement given by Mr. Brent Martino on January 26, 2016, at the Greene County Airport, Xenia, Ohio

My name is Brent Martino. I work at the Greene County Regional Airport as Line Supervisor. I train the linemen and also manage the operations of the airport concerning daily flying and refueling. Joel Lansford was a pilot who first came to the Greene County Airport from Castle Air. He flew a caravan (Cessna 208) that was based here doing night missions delivering cargo across the Midwest to include Canada. The caravan operation first came to Greene County in August of 2015. Sometime in [the] September/October time frame the G5 2014 Cirrus came to Greene County.

Joel would exchange texts giving flight details as to fuel and TKS orders. At the end of October the Caravan operations ceased and then [he] transferred to strictly Cirrus flying for Weaver. It was common for Joel to leave early morning, 7AM, and not get back for days. Typically if it was same day flying the goal for him was to get back before 8PM since that was when the FBO closed. Once the time changed in November the FBO has been closing at 6PM.

Once time frame hit December we noticed here at the airport that the plane was staying more and more at Commander Aero, Wright Bros. Airport. Commander Aero, we knew, did the maintenance on the aircraft. Several times starting in December continuing to the present, missions would be canceled because [of] maintenance issues. There were times the aircraft would be away from Greene County [for] as long as a week due to maintenance. Still every time a mission came up, Joel would notify me of when the plane was arriving; and also when it was leaving, along with the fuel order, and if there were any other special needs to include TKS.

As we approach the week of the incident, the plane has been in maintenance at Commander Aero for several trips. I would overhear several times of [the] engine issues, such as fuel pump. Finally the aircraft came back to Greene County, Thursday Afternoon, January 21, 2016. It was Joel's dad that brought the plane back and requested it be topped, we then emptied the tks barrel and put as much tks as we could into jugs that were kept in the cargo hold, in case tks would have to be added in later trips. On Friday January 22, 2016, the aircraft was topped off with 100LL Avgas fuel. We put in 61.80 gallons into the aircraft. Joel's dad then took off out of Greene County to Executive Airport, Indiana. Joel's dad then notified me that the plane had "broke" again, and that Joel had to drive out to get him.

I had not heard from Joel until 11:05 AM, Tuesday January 26, 2016, stating that he was coming back to the airport around 6PM and that he needed someone to stay late in case he came

in late. Communication seemed normal he was in high spirits. He stated that he was working fuel order[s] that he did not know yet. He was talking about how we found out that the plane was going to be moving to Wright Bros permanently. I thought it made sense because that was where maintenance was for the aircraft. Why not be based where your maintenance is? It made sense to me. He spoke of how there might be bad weather for the destination of January 23, 2016's scheduled flight; and that his departure time may need to be moved up. Last communication for that was at 2PM.

Then 5:09 PM I got a text from Joel stating that he was headed my way and that he should be back right at 6, or right after. I said okay, He then sent me another text giving me the fuel order, 24 gallons per side, 48 total; that was at 5:49 PM. I, not thinking, texted back and asked what time tomorrow, the next day to be on the ramp? Knowing he was getting close. I am very particular about distractions when entering the pattern so I like to not bother anyone. He texted back, "0830 ramp," that was at 5:52 PM. I would say 10 minutes went by before I heard him on the radio calling downwind for runway 25.

As I looked out the window, my initial reaction was that he sure is close or tight to the runway; I can really see the definition of the aircraft. And he is below the clouds, either right at or right below the layer out of the trees from my perception initially. I said he is lower than normal downwind, but not a maneuver that was entirely out of the ordinary. I was standing by the AWOS, so whenever someone calls in on the radio I look out look where the aircraft in, then initial muscle memory, I look at the AWOS at the time of downwind. At 6:02 PM the sky conditions were as follows: 1700 ft. overcast, and winds were 240 degrees at 9 knots, gusting to 14 knots, 240 degrees variable to 330 degrees. In my head I said ok. He needs fuel; I will park him at the pumps. So I went out to gather lighted wands and to get the tug. I was going to marshal him into the pumps to fuel him and then put him in the hangar. If everything was normal by the time I got finished doing my tasks, he should have been pulling into the ramp by the time I was ready for him. That time passed.

My initial reaction was I could not hear the radio, and maybe a maintenance issue occurred. There has been times where I have been here at the airport waiting on him and then he would just divert from Greene County and head straight to Wright Bros., and then notify me an hour later stating, "Hey man, plane's at Wright Bros; maintenance issue again, I'll let you know when it's good to go." I was hoping that was it. Then someone came up to the airport breathing heavily asking if a plane landed within the last 5 minutes. That's when I knew.

I instantly got on the radio and started calling out "Cirrus N1703 are you there, Cirrus N1703 are you ok." It was quiet. I instantly got on the tug with a fire chief from Huber Heights who happened to be here in the instrument ground school. Someone had called 9-1-1 before, and when we got to the end of the runway, sheriffs were pulling up as we got there. I couldn't even recognize the aircraft in the dark. It looked white. I did not smell any fuel, but I did not go down to the site because the fire department and sheriff were already there. They pronounced him DOA (deceased). They called out what is the tail number? I already knew and muttered "N1703." They then called out, "Do we know his name?" I looked at my phone. There were no more text messages. And I said, "Yes, Joel Lansford," and then headed back to the main airport building to start my mishap checklist.



WITNESS STATEMENT

NTSB Accident Number: CEN16FA095

Location: Xenia, Ohio

Accident Date: January 28, 2016

Statement by Mr. Brent Martino, taken by Mr. Gary Middleton, Air Safety Inspector, Federal Aviation Administration, Cincinnati, Ohio, Flight Standards District Office

Mr. Martino stated that he could see the aircraft clearly. There were still colors in the sky. He initially thought the pilot had diverted to Wright Brothers Airport as he had done several times in the past. The Fire Chief from Huber Heights, OH, had been in a ground school in the building. Mr. Martino turned around from where he was standing and saw the AWOS weather as per his statement. They heard sirens and saw the fire trucks going down the runway. Mr. Martino and the Fire Chief both got on a golf cart and went to the site of the crash. There were emergency personnel [that] had just arrived at the site. They put lights on the aircraft and Mr. Martino saw that it was Joel Lansford. Mr. Martino provided the following sketch of the aircraft's flight as he saw it.

