

Grimm, Owen (FAA)

From: Brad Moran [REDACTED]
Sent: Monday, July 25, 2016 5:09 PM
To: Grimm, Owen (FAA)
Subject: Beech Baron accident 7-24-2016
Attachments: IMG_20160725_170147385.jpg

1. I was outside my home at [REDACTED] when I noticed the sound of an aircraft above me. When I heard the engine drop to idle, I assumed someone was training for power off stalls. The engines were quiet for 2-3 seconds. The engine(s) started back up, but only remained running about five seconds. I could hear sputtering, then they were either throttled back or had quit. I had initially heard the aircraft to the south-southeast of my position, but had no visibility. I am unsure if it was because the aircraft was above the cloud layer, or wasn't looking up at the right spot. I was concerned, so I stepped out from behind a tree and looked to the NW, I believe about 5-10 seconds passed after the engines stopped before I spotted the aircraft descending in a spiral, nose pointed downward, like a stall spin. I am not sure if I saw the aircraft coming through the cloud layer, or had finally spotted it against the background of the clouds. I believe the aircraft was spinning to the right, clockwise. It turned about four spins that were visible to me. The aircraft appeared intact, and I did not see any trailing debris. I did not hear the engines at this point, and I was unable to see if the props were turning or not. From my vantage point, Google maps put this distance from me to the crash site at about 2500'. I've attached the Google maps picture.

When the plane dropped below my sight range due to trees and buildings, I ran into my house and before I got inside I heard the impact, and saw the black smoke. I alerted my girlfriend to call 911, told her there had been a plane crash, and I was going over to assist. I grabbed a fire extinguisher, and drove to the crash site. I estimate from the time of the impact to my arrival was about three minutes. I called Eppley Tower at 3:06, and left a message that a plane had crashed about 1/2 west of Leshara, NE.

2. When I got to the crash site, I parked about 75 feet away of the site, and ran a perimeter around the heat and looked for anyone that had been thrown clear. The tail still had red and blue paint on it, and I could see "Offut Aero Club" on the left side of the tail. The tail number had already been burned away.

3. I got within 10' of the occupant in the left seat, and he was clearly deceased, and badly burned. He was still seated, his left arm was outreached, with wrist and hand pointing down. His right arm appeared to be hanging lower at his side. It wasn't obvious whether or not his safety harness on still on, but I wasn't specifically looking. At this time, I could see something in the right seat, but it appeared to be smaller in size, perhaps a flight bag, backpack, etc. If it was a body, it was leaning to his right. and was obscured by the flames.

4. The prop appeared to be still attached to the right engine, I did not take notice of the left one. I also didn't notice if it was feathered or not.

5. The left wing appeared to be missing a fuel cap, but again, I didn't take a really detailed look at that point.

6. The weather conditions I observed at the time were some low overcast, with patches of blue in the distance here and there. I estimated the ceiling to be 1500-2000' but I haven't had to estimate it for a while, so could be off. The wind was light, about 5-8 mph; the smoke was rising almost straight up, but enough of a breeze to push some of the lower smoke to the south. Humidity was around 50-60% or so, and it had not rained or been raining in that area. Temperature was in the low 80's.

7. I did not hear or observe any other aircraft in the area at the time, but I had been in Omaha and arrived home around 1 pm.

Brad A Moran

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