


At approximately 10:00am I heard a loud popping/whooshing noise. I couldn't tell whether it came from outside the building or from our warehouse. My initial thought was that it may have been the air compressor in the warehouse releasing pressure. I was concerned that we had lost our air. I stood up to go down to the warehouse when I noticed the shadow of an airplane moving across the field to the west of our building. It was less than 30 seconds after the sound until I saw the shadow. I now believe the sound I heard was the parachute being deployed.

The airplane with the chute deployed came into view from over the rear half of our building. It was moving on a line from northeast to southwest. I would estimate it was no more than 250 feet off the ground. The airplane was tilted with the nose pointed about 30-45 down and to the right. I estimate it was descending at about a 45 degree angle. I do not remember any engine noise coming from the airplane. The parachute was obviously slowing the descent; however it was not as if the airplane was floating to the ground. It still had some good momentum. It took 5-10 seconds for the airplane to travel the approximately 400 feet from our building to the crash site.

The body of the airplane hit the power lines on the northeast corner of SW56th Street and Park Avenue. There was a loud crackling noise as the airplane hit the lines. The airplane dropped the last 20 feet to the ground in the center of the intersection. There was no immediate fire after the crash. I do not remember seeing the passengers exit the airplane. I do remember seeing one or two vehicles nearing the intersection and quickly stopping and backing away.

I called 911 from my office phone to report the crash. After reporting the crash, I grabbed a flashlight from my desk and went down to the warehouse to get the people who were working there. We had lost power to the building when the airplane hit the powerlines. We all came out the north side of our building and moved into the middle of the open field to the west of the building. While walking to the field west of the building, I called our IT director to come into the office to secure our computer systems. According to my phone, the call was placed at 10:04am.

Within two minutes after getting outside, the airplane was fully engulfed in flames. There were one or two people trying to get close to the airplane with fire extinguishers. However they were not able to get close to it

due to the intensity of the fire. I estimate the first fire truck arrived five minutes after that. One or two minutes later, the Airport fire truck arrived to put chemicals on the airplane to extinguish the fire. I have a photo on my phone of the airplane in flames taken at 10:09am. I believe the fire trucks were just arriving as I took the photo.

After the fire was out, I walked up near the crash site and gave my contact information to a police officer as an eyewitness.

Patrick Burton
[REDACTED]

From: [Josh.Rohrer](#) [REDACTED]
To: [REDACTED]
Subject: Aircraft accident statement
Date: Fri, 19 Aug 2016 14:26:48 +0000

Mr. Burton,

Any information you could provide me in a statement would be greatly appreciated.

Thanks again for your assistance in this matter.

[REDACTED]

Josh M. Rohrer
Principal Avionics Inspector
Federal Aviation Administration
Des Moines FSDO
Work [REDACTED]
Fax [REDACTED]

Fox Todd

From: Josh.Rohrer [REDACTED]
Sent: Monday, August 22, 2016 9:18 AM
To: Fox Todd
Subject: FW: Aircraft witness statement Winterset IA.
Attachments: IMAG00831.jpg; Airplane Map.docx

Todd,

Here is another statement with pictures.

CEN16LA320

[REDACTED]
[REDACTED]
[REDACTED]
Josh M. Rohrer
Principal Avionics Inspector
Federal Aviation Administration
Des Moines FSDO
Work [REDACTED]
Fax [REDACTED]

From: R Sposato [REDACTED]
Sent: Friday, August 19, 2016 11:53 PM
To: Rohrer, Josh (FAA)
Subject: RE: Aircraft witness statement

Mr. Rohrer,

Sorry to get back to you so late. (Computers are great when they work correctly!) I am attaching a couple of pictures with this message. One is the plane about 3 or 4 minutes after the landing and the other is Google Earth image of the area, which I'm sure you already have. This is the basics of what we remember seeing. If you have any additional questions, feel free to contact me.

Saturday August 13, 2016, I had taken my daughter to the Jacobson Warehouse on Park Ave. for her first time driving and we had just switched drivers at the parking area just west of the main drive. I was sitting at the stoplight at SW 56th and Park Ave. waiting for a green light to turn left on to Park Ave. and head east. (Our position is marked in yellow on the map.) At 9:58 - 9:59 am we heard something that sounded almost like gun fire (2 or 3 smaller and one larger sound), and started to look around to see where the sound was coming from. Upon focusing our attention forward toward the road again, we saw the airplane coming towards the intersection, and noticed the plane's parachute had become tangled with the stop lights and some power lines, then came to rest (indicated by the orange line, at 10 am) in the intersection, I put the car in reverse and backed up a few feet. My daughter got out of the car and ran under the trees, east of the driveway we were at, and called the 911 operator at 10:01 am. (It took more than 10 rings for them to answer.) At this time the woman had stood up inside the airplane, the man was inside and was assisting the children out of the plane by having them stand on the edge of the door opening and jumping with both feet in the air as not to

touch the airplane and ground at the same time. The older girl and the little boy were out first, then the woman and man followed respectively. They immediately ran east from the crash site approximately one block down the street. We yelled across the street to make sure they all made it out alright, at which time the woman was on the phone reporting the incident. Within 20-30 seconds of them exiting the airplane, it caught fire (I backed the car up further) and within about 3 minutes after they were out, the plane was in flames as seen in the other picture (with the headlight still on). A couple of minutes later the police and airport fire rescue began to arrive on the scene.

From: [Josh.Rohrer](#) [REDACTED]
To: [REDACTED]
Subject: Aircraft witness statement
Date: Wed, 17 Aug 2016 20:50:49 +0000

Mrs. Sposato,

Any information you could provide me in a statement would be greatly appreciated.

Thanks again for your assistance in this matter.

[REDACTED]
[REDACTED]
Josh M. Rohrer
Principal Avionics Inspector
Federal Aviation Administration
Des Moines FSDO
Work [REDACTED]
Fax [REDACTED]

From: Tonya Logan [mailto:tonya@hawaii.edu]

On Saturday morning, my daughter and I were headed west on Park Ave. shortly after 10 AM. As I was driving, we

All the public safety workers on scene were totally efficient and in control of the area...made me proud to be a taxpayer. A side comment is, the large hazmat truck was a little annoyed that the firetruck and one police vehicle didn't open a lane for

the hazmat truck to get up close to the accident, there was a little shuffling of vehicles, but seriously, I'm betting these departments don't share accident scenes very often and my observation took up less than 45 seconds. It was an amazing thing to witness, considering the only damage was to property. Please feel free to contact me if you need any clarification.

Tonya Logan
[REDACTED]

If you break your neck, if you have nothing to eat, if your house is on fire, then you've got a problem. Everything else is an inconvenience. Life is inconvenient. Life is lumpy. A lump in the oatmeal, a lump in the throat, and a lump in the breast are not the same kind of lump. One needs to learn the difference. -Robert Fulghum, author (b. 4 Jun 1937)

-----Original Message-----

From: Josh.Rohrer [REDACTED]

To: [REDACTED]

Sent: Wed, Aug 17, 2016 2:32 pm

Subject: witness statement

Tonya,

Thanks again for your cooperation. It's a rare occasion to have a couple of witness this close to accident scene.

I look forward to reading your statement.

Thanks,

[REDACTED]
[REDACTED]
Josh M. Rohrer
Principal Avionics Inspector
Federal Aviation Administration
Des Moines FSDO
Work [REDACTED]
Fax [REDACTED]

Fox Todd

From: Josh.Rohrer [REDACTED]
Sent: Thursday, August 18, 2016 8:32 AM
To: Fox Todd
Subject: Another Witness statement for CEN16LA320, N314BF

Witness statement for CEN16LA320, N314BF

[REDACTED]
[REDACTED]
[REDACTED]
Josh M. Rohrer
Principal Avionics Inspector
Federal Aviation Administration
Des Moines FSDO
Work [REDACTED]
Fax [REDACTED]

From: Pat Billiet [REDACTED]
Sent: Wednesday, August 17, 2016 9:43 PM
To: Rohrer, Josh (FAA)
Subject: Re: Aircraft witness statement

Hi Josh,
We were driving west on Park Ave. with our sunroof open. We heard a loud whoosh and my husband ducked and I thought something had scraped the top of our car. My husband looked in the rear view mirror and saw the plane land on the street with the parachute tumbling behind it. We made a U-turn and parked on the side of the road and ran to the plane to see if we could help. I called 911 and took a few photos. The flames were too big for us to get close. Please let me know if you want to see the photos or need anything else.

Patricia Billiet

Sent from my iPad

On Aug 17, 2016, at 3:38 PM, <[Josh.Rohrer](#) [REDACTED]> wrote:

Mrs. Billiet,

Any information you could provide me in a statement would be greatly appreciated.

Thanks again for your assistance in this matter.

<image001.jpg>
Josh M. Rohrer
Principal Avionics Inspector
Federal Aviation Administration
Des Moines FSDO