

From: Jeremy R. Knoll
To: [Bonilla, Daniel \(FAA\)](#)
Subject: AirCam crash Galt Airport
Date: Tuesday, June 26, 2018 3:10:53 PM

On Saturday, June 16th as a member of our local EAA Chapter 932, I volunteered for our annual Barnstormers Day Fly-In. My assignment was to work on the ramp and assist in parking incoming aircraft. I assisted an AirCam aircraft in getting fuel at the pump prior to its departure. The AirCam started up and I made sure to keep the runway clear of spectators as the aircraft appeared to be attempting to back taxi runway 27. I watched the aircraft back taxi only about 100 feet passed the threshold and then turned around for what appeared to be getting ready for take off. I heard the engines throttle up and the aircraft began to rotate for take off. My vantage point was from the middle north side of the ramp and had a clear view of the aircraft and the runway. After the initial pitch for takeoff the aircraft didn't get higher than about 75 feet when it was clear that the aircraft was not going to be able to gain further altitude. The right wing dropped and the aircraft began a sharp right bank toward the right fence off the runway. The aircraft hit the ground with the right wing first and cartwheeled onto its nose and finally came to rest onto its floats directly in front of me on the north property line of the runway. I ran across the runway and was first to arrive to the wreckage to assist the pilot and passenger. When the aircraft impacted the ground the pilot may have bumped his throttle because I heard the sound of an engine rev up. I instructed the pilot to shut the engines off and he was able to do so. The passenger was very distraught and knowing the aircraft had just fueled, I was concerned about the fuel in the wings. I lifted the passenger out of her seat and passed her over to another chapter member. I assisted first responders the remaining time to get the pilot safely out of the aircraft.

Jeremy Knoll

From: [REDACTED]
To: [Lobash, James \(FAA\)](#); [Bonilla, Daniel \(FAA\)](#)
Subject: FW: Message from www.faa.gov: DuPage FSDO Information
Date: Monday, June 18, 2018 10:29:22 AM

Chet Cybulski
Operations Front Line Manager
DuPage FSDO
[REDACTED]

-----O [REDACTED]
From: [REDACTED]
Sent: Sunday, June 17, 2018 8:43 AM
To: [REDACTED]
Subject: Message from www.faa.gov: DuPage FSDO Information

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page: www.faa.gov/about/office_org/field_offices/fsdo/dpa/contact/

Message:

I was a "front-row" witness to the airplane crash at Galt airport on the morning of June 16, 2018. I saw an eyewitness account posted that had a significant inaccuracy. I want to communicate to the FAA an accurate account for the accident investigation.

I watched the plane continuously from the initial rollout thru takeoff and to the crash.

The plane entered the west end of the runway from the west end of the apron and taxied east approximately 600 feet, and turned around. I questioned if he was going to attempt to lift off from that point, but figured that he must have turned around to taxi back because he was too close to the end of the runway.

I was stunned when he began his take off roll. The plane lifted off surprisingly quickly, perhaps 350 feet from the west edge of the runway, maybe further back. He began to quickly climb. Within a short height above the runway he began to roll to the right (perhaps the crosswind?), and appeared to tip stall. The turning arc continued off the side of the runway, resulting in a cartwheel into brush at the edge of the mowed area.

The runway has an immediate rolling hill at the west end that requires more altitude than a "normal" runway. There also was a biplane preparing to fly just south of the end of the runway, not far from the runway. That may have contributed to the pilot deliberately banking right (if he in fact did purposefully bank the airplane).

Kurt Gunther
[REDACTED]

From: Daniela Knoll
To: [Bonilla, Daniel \(FAA\)](#)
Subject: June 16 Statement
Date: Tuesday, June 26, 2018 7:28:24 AM

On Saturday, June 16th I was a volunteer as a local member of our EAA Chapter 932 for our annual Barnstormers Day Fly-In at Galt Airport (10C). My assigned duty was to work on the ramp and assist in parking incoming aircraft. My specific duty was to be in radio communication with incoming aircraft and inform them of where they were able to park. I was positioned on the furthest east side of the ramp approximately 200 feet away from the threshold of runway 09. At approximately [10:30 a.m.](#) a twin engine AirCam aircraft taxied away from the fuel pump and I heard the pilot radio in that he was going to back-taxi runway 27. I watched the aircraft initiate the back taxi and very shortly after the pilot crossed the threshold and the numbers of 09, the pilot stopped and turned the aircraft around. Within a few seconds after he turned around the pilot gave full throttle and the aircraft began to roll forward. The aircraft began to rotate for departure, but soon after the initial pitch at approximately 50 - 75 feet of altitude, I saw the right wing drop and the aircraft began to turn to the right off side of the runway towards the property line of the airport. The aircraft lost altitude quickly and the right wing hit first along the fence line first and then follow by hitting the front end of the aircraft and eventually coming to a stop on its wheels/floats. The aircraft was pointing towards the runway when the aircraft came to the stop. I immediately radioed into all incoming aircraft that runway 27 was unusable and proceeded to monitor traffic to keep the scene as safe as possible. I then assisted first responders on-scene with securing the passenger away from the aircraft in a safe location and also in extricating the pilot from the wreckage.

Daniela Knoll