

Fox Todd

From: Fox Todd
Sent: Wednesday, August 28, 2019 10:51 AM
To: Craig, Bob W (FAA)
Cc: Spanier, Neal (FAA); Fox Todd
Subject: RE: 11Aug19 Aircraft Crash at 3OH0

Importance: High

Follow Up Flag: Follow up
Flag Status: Flagged

Inspector Craig,

Thank you for forwarding the witness statement provided by Mr. Stephen Emo.

I will include this witness statement with our NTSB public docket materials associated with this accident investigation.

Sincerely,
Andrew Todd Fox
NTSB, Air Safety Investigator

From: Craig, Bob W (FAA) [REDACTED]
Sent: Monday, August 19, 2019 5:11 AM
To: Spanier, Neal (FAA) [REDACTED]; Fox Todd [REDACTED]
Subject: FW: 11Aug19 Aircraft Crash at 3OH0

This is the witness statement from Steve Emo was in the aircraft waiting to takeoff behind the accident aircraft.

Robert W. Craig
Aviation Safety
GA AW Principal Maintenance Inspector
Cincinnati FSDO
PH: [REDACTED]

From: steve emo [REDACTED]
Sent: Friday, August 16, 2019 3:15 PM
To: Craig, Bob W (FAA) [REDACTED]
Subject: 11Aug19 Aircraft Crash at 3OH0

Bob,

Nice talking to you and sorry for the delay -- As you requested the following is what I saw.

I arrived at 3OH0 about 0700L on the morning of 11Aug19. The C172 was parked on the ramp by the fuel pumps and no one was around it and no cars. I don't know if it was out all night or not. The hangar it is normally in was shut. This ramp and pumps are at the east end of RW27.

I drove back to my hangar, got my plane out and taxied toward fuel pumps around 0725L. As I got closer to the pumps I could see the C172 engine was running so I stayed off the ramp and proceeded to do my preflight run-

up and checks. I completed my checks prior to C172 moving. I only had to wait a short while until the C172 took the runway - he made no radio calls. There appeared to be 3 adults in the plane, and flaps were up. He taxied the plane to the very east end of RW27, stop momentarily and gave it power. As he gave the C172 power I moved in position perpendicular to the runway centerline to watch his takeoff, waiting for him to clear so I could take the runway. The C172 looked to accelerate nicely. I watched as he went down the runway and was concerned he wasn't lifting off. Then as he was about 2 or 3 runway lights from the end of RW27 the aircraft pitched up very sharply. This was the first time I'd even seen a C172 full plan view of the wings and horizontal surfaces. I remember saying to myself he going to The plane rose maybe 2-3 aircraft lengths above the ground, then the nose dropped to more or less level, the tail wagged a bit left - right- left then the right wing dropped and I lost sight of it behind the small tree line. It wasn't very high because when the right wing dropped the right wing tip was lower than the tree line.

My aircraft is a Pietenpol Air Camper so I had an unobstructed view of the whole thing. Because my engine was running I could not hear the C172 engine except when it accelerated by me at the beginning of the takeoff roll.

If I can be of any further assistance please feel free to call me.

Sincerely

Stephen Emo
[REDACTED]
[REDACTED]
[REDACTED]