

March 29, 2019 Aircraft Accident Statement of Facts

On March 29, 2019 at approximately 1740 hours, I Airport Manager Wes Kirkpatrick, was standing at the airport tractor shed talking with my Assistant Manager, John Bingham, as well as some local pilots, David Johnson, Doug Dollar, and Cecil Boswell. At approximately 1745 hours I heard to the north what sounded like a single engine plane go full power for a couple seconds then heard a pop and rumbling. I turned to the direction the sound came from and saw a cloud of dust. At that time, Assistant Airport Manager John Bingham and I got into his vehicle and proceeded down the taxiway to the north. I advised John to contact 911 via radio and advise them of a plane crash and to roll Amory Fire and EMS. We proceeded north down the parallel taxiway and came upon a section of perimeter fence that was down and saw the single engine Piper aircraft, N8397W in the ditch parallel to the taxiway. The nose of the aircraft was pointed North/Northwest with the right wing resting against the east ditch bank. I went down into the ditch and there was a male subject, later identified as Alex Gann, standing outside of the plane and I observed another male subject, later identified as Joe Mayo, sitting in the right seat still restrained with his upper body laid out on the right wing unconscious. I noticed a large gash in the left wing that ruptured the fuel tank. Fuel was pulling out of the wing. I advised 911 that we had one unconscious patient and the plane was leaking fuel from the left wing. I noticed the best way to get to get the patient out was from the east side of the ditch. I got back in the vehicle and drove around to a gate and down the east side of the ditch. I radioed 911 and advised that all rescue personnel should access the site from a field road through Gate 2. By the time I got down to the plane Mr. Mayo was gaining consciousness. He did not know where he was or how he got there. At approximately 1750 hours law enforcement and EMS personnel arrived on scene. At approximately 1800 hours Amory Fire Department arrived on scene as well as MedStat. EMS and fire personnel stabilized and back boarded Mr. Mayo and hoisted him out of the ditch. Fire personnel also sprayed a foam blanket around the plane where the fuel had leaked. While I was down at the plane I noticed the right wing was partially detached from the fuselage and the right horizontal stabilizer had impacted the ditch bank as well. I looked to confirm switch positions. I observed the master and ignition switch were off, the fuel selector was on the left tank, the throttle and mixture were all the way in, and flaps were down. Once EMS had cleared the scene at 1811 hours, I notified the FAA Regional Operations Center and advised them N8397W had crashed at M40 with two on board, one of which had a minor injury. I also let the Ops Center talk to Mr. Gann. At approximately 1845 all emergency crews cleared the scene and at that time I put up barricade tape around the accident site and returned to my office.

End of Statement



Wes Kirkpatrick
Monroe County Airport Manager