

From: wayne storholt [REDACTED]
Sent: Friday, May 8, 2020 1:12 PM
To: eyewitnessreport [REDACTED]
Subject: Fatal Crash of Cessna 210 at FWS 5/7/20

This email is in reference to the Cessna 210 that crashed during a possible touch and go landing just south of KFWS, yesterday 5/7/20 around 3pm.

I hangar diagonally across from and in the same row as the accident aircraft. I was at my hangar and watched the pilot pull the aircraft out of his hangar. I noted that the engine sounded rough when he started it. Just a quick thought of "that doesn't sound good" but nothing else. As he taxied away a few minutes later the engine sounded more normal and had 1 occupant.

I didn't see him leave the runway, but watched him climb out shortly after the gear was retracted and noted the engine sounded loud and strong. I went back in my hangar and later heard a similar engine noise so was walking outside my hangar to watch. Before I spotted the aircraft I heard the loud strong engine sound suddenly and drastically reduce to either power off or a low idle. I ran to spot the aircraft and it was level for a few seconds. I then watched as it descended slowly toward the ground. His wings banked slightly one way and then the other and I wondered if he was going to try to turn back. The plane continued flying straight while descending and the wings began to rock slightly. About 10 to 20 feet above the tree line, it appeared the plane's rate of descent accelerated into the trees and I lost sight of it. I thought briefly the pilot was maybe hurrying to an open area, but there was quickly a fireball followed by black smoke.

I drove to the scene and the aircraft was engulfed in flames and I found no one around the aircraft so I left after emergency personnel arrived.

KFWS tower probably knows all this but if you need to contact me, my information is:

Wayne Storholt
[REDACTED]

From: [REDACTED]
To: [REDACTED]
Subject: May 7 Fatal Accident of N2074S @ KFWS
Date: Monday, May 11, 2020 3:39:19 PM

Good Day:

I was working on my airplane inside Hangar 36 (with the hangar doors open) on the east side of KFWS when N2074S crashed. I observed one of his earlier touch and go landings and subsequent full stop landing just prior to the accident flight. Although I did not see the airplane crash, I did hear the initial takeoff of the accident flight and when I stepped out of my hangar a few minutes later, I saw the plume of smoke off the departure end of the runway, looked around the traffic pattern for any site of N2074S, didn't see or hear any aircraft in the pattern, and was concerned that the smoke plume I saw was indeed a post-crash fire. At about the same time, I heard sirens and subsequently heard from another pilot who had been in the traffic pattern that N2074S had crashed after takeoff and the post-crash fire was "significant." I did not know Dr. Piotrowski personally, but had met him socially on the airport. There were a handful of people who knew him better than I who expressed concern that he was using the mechanic for Huffman Aviation for the maintenance of the T210. Again, I do not know the mechanic personally but have also met him socially. I had never seen him work on any relatively complex/turbocharged airplane, although he has considerable experience working on fixed gear, relatively simple flight school aircraft.

If you need any additional information from me, please contact me via email or call [REDACTED]
[REDACTED]

Sincerely,

Brad Donner, President
Apogee Investments LLC



RECORD OF CONVERSATION

Arnold W. Scott
Senior Air Safety Investigator
Central Region

Person Contacted: Greg Sheehan – FAA Inspector
NTSB Accident Number: CEN16LA227

Narrative:

During the conversation, Inspector Sheehan stated the following:

Mr. Haddock is a private pilot with a hangar at Spinks Airport. He stated he was in his hangar and had the tower radio tuned at approximately 3:20 PM on May 7, 2020. Mr. Haddock described wind gusts over 34 knots the day of the accident. He believed there were several wind shear advisories issued by the tower around the time of the accident. Shortly after the accident pilot received takeoff clearance, he observed the aircraft takeoff. Mr. Haddock stated the aircraft was at approximately 400' AGL when he lost sight of it flying south. Shortly after, Mr. Haddock heard the accident pilot declare an emergency and the tower asking if he was trying to make the road. Mr. Haddock made his way to the accident site. He was approached by an unnamed person who stated he saw a large puff of smoke coming from the aircraft right before it went down.

Excerpt from the Burleson Police Department Incident Report

[Police officer] made contact with three persons on scene who witnessed the crash. Two of those persons, had similar statements. They both were traveling south on the interstate and observed the plane being "too low" and getting lower until it went down completely.

[A third witness] stated he was in his hangar at Spinks Airport listening to the tower radio traffic and heard the distress call from the aircraft, and then the radio went silent. [He] stepped outside of his hangar and observed the aircraft had gone down.