

From: pumpman [REDACTED]
Sent: Wednesday, June 17, 2020 7:35 AM
To: Schluep, David M (FAA) [REDACTED]
Subject: aircraft crash Cambridge

Statement to FAA investigator David Schluep on my observations on Wednesday May 27th, 2020 at 2:57pm near Cambridge , Ohio.

I was exiting my pole barn to walk to my house when I heard an extremely loud noise coming from my right (North), I thought at first it was an accident on the road in front of my house but I soon realized it was from an aircraft approaching. I heard the sound for a few seconds before I saw the aircraft. The aircraft came from my 3 o'clock position heading toward the 10 o'clock position crossing in front of my property. The aircraft was low wing with fixed landing gear or gear down. He seemed to be in a normal flight attitude but appeared to be slower and lower than most aircraft that pass over. (see location below) The aircraft was not at tree top height but was at least 800 feet or higher.

The aircraft was making an extremely loud sound I would describe as someone taking a metal bucket and beating the inside of it with a hammer along with a series of pop – pop – pop noises at the same time. The engine speed even with the noise seemed constant and was not undulating.

There was a noticeable but faint, wispy, transparent film trailing the aircraft. It was not smoke and was not thick or dynamic as smoke. As the aircraft proceeded to the 10 o'clock position I noticed white or light grey puffs near the exhaust.

I pulled my cell phone from my rear pocket thinking to take a photo and marked the time as 2:57 pm on the cell phone. I was unable to take the photo and on entering the house my wife asked what the commotion was about. I told her an aircraft was in trouble and to remember the time of 2:57. I told my wife I thought the aircraft was attempting to reach runway 22 Cambridge but he was too low and slow and would probably go down somewhere.

My location:

The address side of my home fronts to the west and I am about five miles direct line from runway 22 Cambridge airport. I get a fair amount of aircraft traffic making straight in approaches to runway 22. Large twins seem to make their approach turn near my home. Most aircraft are much higher and faster when passing over on their approach than the aircraft that crashed. The aircraft that crashed went down two miles from my property.

Myself:

Retired career fire officer and fire service instructor of 37 years. Former student pilot with solo and cross country, former 2 year part time employee of Cambridge Municipal airport.

If I can be of further help please contact me .
Jim Jackson Cambridge Ohio
6/17/2020

Aaron Twigg handwritten statement

Wed, May 27th, at sometime Between 1:4 pm, I was walking a trail with my family. The temperature was high 80[°]F, Sunny and clear. My girlfriend (Dyane Burris) & I heard an out of place noise. Upon further investigation we noticed a Blue & White Beechcraft style airplane.

After further observation we concluded the noise we were hearing was coming from the engine compartment. The noise sounded as if a fairly sized piece of metal had come loose and continued to smash against other components. I noticed his landing gear was extended. The aircraft was flying at an altitude equivalent to roughly two to three times the height of surrounding trees. As he approached he became visible somewhere to the left of ~~the~~ our backs. The craft was nose up attempting to gain lift when we heard a loud explosive noise that disabled the engine. He continued descending silently in a curved pattern until his plane was no longer visible behind the treeline of the field. Less than 30 seconds later we heard the plane crash.

This entire experience happened in less than 1 minute.



I did NOT see the aircraft circle around the field, however his approach to landing was at an angle. Nor did I see any degree of leaking fluids.





LOCAL REPORT NUMBER 30-0069	REPORTING AGENCY Ohio State Highway Patrol	DATE OF CRASH M 05 D 27 Y 2020
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FOR LOCAL USE ONLY – DO NOT SUBMIT TO THE STATE EXCEPT FOR FATAL CRASHES

I, <u>Peyton H. Barker</u> PRINTED	HEREBY MAKE THIS VOLUNTARY STATEMENT TO
<u>Sergeant R. J. Hise</u> OFFICER'S NAME	AT <u>Over the phone @ Cambridge Post 30</u> LOCATION

Q. Can you tell me what you remember about the plane crash?

A. We were packing up to leave when I heard a motor misfiring. I looked up and saw the plane flying really low to the ground. A bit later, I heard and felt the crash. I grabbed my phone and we started running towards the area.

Q. Did it sound like the aircraft was having engine trouble?

A. Definitely

Q. Did it look like the plane was flying in circles?

A. Yes, it flew past us and it looked like it turned around and was going to try and land in the field.

Q. Is there anything else you can think of that you would like to add?

A. No, I think that's it

ADDRESS OF WITNESS

West Lafayette, OH 43845

SIGNATURE OF WITNESS

X OVER THE PHONE

5/29 @ 1225 hrs

OFFICER'S SIGNATURE

X



LOCAL REPORT NUMBER 30-0069	REPORTING AGENCY Ohio State Highway Patrol	DATE OF CRASH M 05 D 27 Y 2020
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FOR LOCAL USE ONLY – DO NOT SUBMIT TO THE STATE EXCEPT FOR FATAL CRASHES

I, <u>Michah K. T. Krosnicki</u> PRINTED	HEREBY MAKE THIS VOLUNTARY STATEMENT TO
<u>Sergeant R. J. Hise</u> OFFICER'S NAME	AT <u>Over the phone @ Cambridge Post 30</u> LOCATION

Q. Can you tell me what you remember about the plane crash?

A. I was at our truck loading up equipment when I heard a puttering sound like an old truck. I looked up and saw a plane circling around. It looked like it was looking for a spot to land. I said, "It looks and sounds like it's going down." I looked back down and a short time later I heard Dustin yell, "It's going down! It's going down!" Afterwards, we all ran over to where it crashed.

ADDRESS OF WITNESS <u>[REDACTED] New Concord, OH 43762</u>	
SIGNATURE OF WITNESS <u>X OVER THE PHONE</u> 5/29 @ 1155 hours	OFFICER'S SIGNATURE <u>X</u> [REDACTED]



LOCAL REPORT NUMBER 30-0069	REPORTING AGENCY Ohio State Highway Patrol	DATE OF CRASH M 05 D 27 Y 2020
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FOR LOCAL USE ONLY – DO NOT SUBMIT TO THE STATE EXCEPT FOR FATAL CRASHES

I, <u>Jonathan T Barker</u> PRINTED	HEREBY MAKE THIS VOLUNTARY STATEMENT TO
<u>Sergeant R. J. Hise</u> OFFICER'S NAME	AT <u>Over the phone @ Cambridge Post 30</u> LOCATION

Q. Can you tell me what you remember about the plane crash?

A. I was working about 300 yards from where the plane crashed. I had my ear plugs in but I looked up and saw a low flying plane. I looked back down and kept working but then I heard a boom. I looked up to see my co-workers running towards where the plane crashed.

Q. Did the aircraft make any adverse movements or sounds?

A. No, it looked like it was flying relatively straight. I had my ear plugs in and did not hear it either.

ADDRESS OF WITNESS

West Lafayette, OH 43845

SIGNATURE OF WITNESS

X OVER THE PHONE 5/29 @ 1130hrs

OFFICER'S SIGNATURE

X



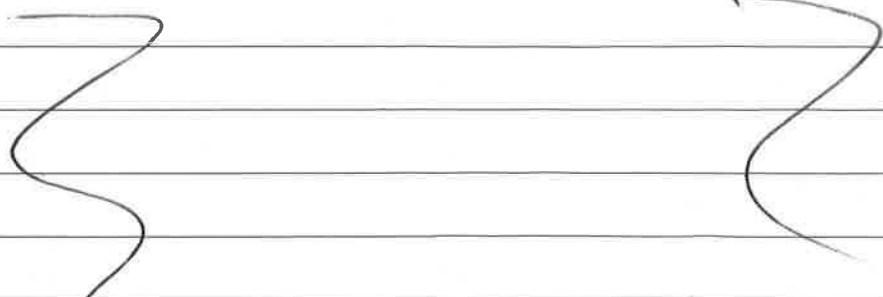
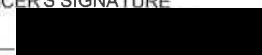
TRAFFIC CRASH WITNESS STATEMENT

8/26/03

OH-3

LOCAL REPORT NUMBER 30-0069	REPORTING AGENCY OSHP	DATE OF CRASH M 5 D 27 Y 20
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FOR LOCAL USE ONLY - DO NOT SUBMIT TO THE STATE EXCEPT FOR FATAL CRASHES

I, <u>Blake Stashensky</u> HEREBY MAKE THIS VOLUNTARY STATEMENT TO	
PRINTED	
TPA <u>Barlock</u> AT <u>Scene</u>	LOCATION
We heard plane sputtering at Courdoys rd.	
We went and took off down Gurensay trail	
because plane was real low and didn't sound	
good. We came to field and saw plane.	
Q DID IT SOUND LIKE THE ENGINE WAS FAILING? A IT WAS SPOTTENING	
AND MISSING A TAIL BAR. EITHER THE ENGINE WAS FAILING OR IT	
WAS RUNNING OUT OF FUEL	
Q DID HE TAKE MORE THAN ONE PASS BEFORE CRASHING? A I ONLY	
SAW ONE PASS	
Q WERE YOU 1 ST ON SCENE? A NO, THE ASPLUNDAL THIR CREW	
WERE HERE (3-4 GUYS) WHEN I ARRIVED	
Q DID THE THIR THIMMING CREW WITNESS THE CRASH?	
A I DON'T KNOW	
Q ANYTHING ELSE TO ADD? A NO	
	
ADDRESS OF WITNESS	PHONE
<u>CAMBRIDGE OH 43725</u>	
SIGNATURE OF WITNESS	OFFICER'S SIGNATURE
X 	X 

TRAFFIC CRASH WITNESS STATEMENT

OH-3

Witness

LOCAL REPORT NUMBER 30 - 0069	REPORTING AGENCY OSHP	DATE OF CRASH M 5 D 27 Y 20
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FOR LOCAL USE ONLY - DO NOT SUBMIT TO THE STATE EXCEPT FOR FATAL CRASHES

I, Courtney Reagen Yelverton PRINTED HEREBY MAKE THIS VOLUNTARY STATEMENT TO
Lt. M.R. Appleman AT Scene
OFFICER'S NAME LOCATION

Saw plane having trouble with ~~engine~~ his engine.

Engine was sputtering and missing badly.

Saw plane flying low around 100 feet or less when it went out of site.

Q Where were you at when you first heard the aircraft?

A Yes. We were standing inside the large bay with the doors open when we heard him. We looked outside and saw him. Once he got out of sight over the tree line it was silent. We took off running towards it. I didn't hear the crash.

Q How far above the tree line was the air craft if you can describe it?

A Around 100 feet or less.

Q How many times did you see the air craft?

A Just the one time.

Q Did you make it up to the air craft?

A It took us about 10 mins or less to get there and I saw fire and Ems coming up so I just stood back.

Q Is there anything else you would like to add?

A I think that's it.

ADDRESS OF WITNESS [REDACTED] Dennison OH 44621	PHONE [REDACTED]
SIGNATURE OF WITNESS X [REDACTED]	OFFICER'S SIGNATURE X [REDACTED]

On May 27th, 2020 at approximately 14:30 Mr. Michael McCollum was enroute from Coshocton airport (I40) to Southeast Ohio Regional Medical Center in Cambridge Ohio. The Medical Center is located approximately two miles north of the Cambridge airport (KCDI). Mr. McCollum verified he never had visual contact or radio contact with N123JB at any point. Also, N123JB is not a verified registration number for the aircraft Mr. McCollum saw on his traffic advisory system. It was assumed by him that it was N123JB. N123JB was showing on Mr. McCollum's traffic advisory with the closest proximity being about 4.5 miles to his own aircraft before N123JB 'dropped off' the traffic system.

I asked Mr. McCollum if his aircraft traffic advisory system indicated altitude of N123JB and he stated that his system does not show altitude itself, but relational altitude. He stated N123JB was indicating 800 feet lower than his own present altitude which, at that time, was approximately 1000 AGL. He estimated N123JB in the 200 AGL range. His last indication of the traffic advisory was showing N123JB approximately 0.5 mile north of the Medical Center. Mr. McCollum indicated he was not in a turn and was straight and level flight only which should not cause any errors on his TCAS.

At this point, Mr. McCollum contacted the Cambridge CTAF with the intention of declaring his position to N123JB to avoid any possible traffic conflict between the two of their aircraft. He said he did not receive any response from N123JB and only received advisories from a female working the CTAF at Cambridge airport. The female on the CTAF requested assistance from Mr. McCollum at that time to possibly locate N123JB as they had just received the report of a possible missing aircraft. The female on the CTAF told Mr. McCollum 'FAA said they dropped off radar in that vicinity'.

Mr. McCollum described the route of flight for N123JB, relative to his own position, as follows:

Mr. McCollum was 5 miles NW of the Medical Center, with the intent to align heading due south of the Medical Center for consideration of the winds. He saw N123JB 'painting' on his TCAS near/over the Eye Surgery of Eastern Ohio center, just north of the Medical Center at approximately 400 AGL. Mr. McCollum then changed his own course of flight and went as far south of the Medical Center only about 0.5 miles as he did not assume N123JB would have gone towards a populated area if he was having trouble as there were ample fields surrounding the area to the north and west of the Medical Center. He then circled east of the Medical Center to about 0.25 miles east of I-77, then proceeded directly north to where a grass strip is located near the Peter B. Sarchet House. He assumed N123JB would be in that area as there were several suitable landing locations with the surrounding fields. He believes the farthest he saw N123JB was near Salt Fork Lake but at a much higher altitude. He didn't recall exactly though as he had just assumed he was straight in for runway 22 at Cambridge airport and didn't pay much attention to him. The very next time he saw him on his TCAS was 800 feet below him near the Eye Surgery of Eastern Ohio center. He indicated that he saw N123JB make general 'S-turns' on his TCAS and didn't understand why if the aircraft was having engine issues.

This concluded our conversation.