

Fox Todd

From: Fox Todd
Sent: Tuesday, October 20, 2020 11:22 AM
To: Porter, Andrew C (FAA)
Cc: Fox Todd; patrick.driscoll [REDACTED]
Subject: CEN21LA016 - New Carlisle, OH - Kitfox Classic 4 (N47KC) - Witness Statement

Importance: High

Follow Up Flag: Follow up
Flag Status: Flagged

Inspector Porter,

Thank you for forwarding the witness statement provided by Mr. Patrick Driscoll... I will include this email correspondence with the public docket materials associated with the NTSB investigation.

Sincerely,
Andrew Todd Fox
NTSB, Air Safety Investigator

From: Patrick Driscoll <[REDACTED]>
Sent: Wednesday, October 14, 2020 9:30 PM
To: Porter, Andrew C (FAA) <[REDACTED]>
Subject: Kitfox accident witness narrative

Andrew,

I have composed my witness narrative regarding the 13 October Kitfox Landing accident at Andy Barnhart Field.

On 13 October 2020 at approximately 1:40 pm EST, I was driving my vehicle on the North entrance to Andy Barnhart Field in New Carlisle, Ohio. After stopping my vehicle at the runway crossing stop sign, I looked to my left to ensure the final approach to runway 27 was clear and observed an experimental kitfox aircraft on final approach to runway 27. I held my position as the aircraft completed its approach and I observed its landing several hundred feet down the grass runway. The aircraft appeared to touchdown firm on its main landing gear and roll out down the runway. As the aircraft rolled out I noticed the tail slowly begin to raise and then noticed the propeller contact the grass and throwing dirt in the air, the tail momentarily paused its upward moment and then continued up and I then observed a large amount of dirt/sod being throw, followed by a small fireball around the engine compartment as the aircraft rolled on its back. I immediately drove to the accident scene, where I observed the engine area on fire and two occupants hanging upside down from their seatbelts. I exited my vehicle and quickly approached the female in the passenger seat. They appeared to be dazed and could not extract themselves from their seatbelts. After several sweeps on the lap belt, I managed to release the buckle and I pulled her out of the cockpit and had her sit at a safe distance from the aircraft. I then ran around the aircraft where I found the male occupant still in their left seat. As I approached him, the fire became more intense, but I managed to get closer to him and released him from his seatbelt. I gave him verbal commands to exit the aircraft, but he would not follow them. I grabbed him by his belt and began to drag him to a safe distance. Within a minute or two of extracting the second occupant, the cockpit area was engulfed in

flames. Myself and several others administered first aid to superficial wounds of both occupants and waited for first responders to arrive.

The statement above is my personal observation of the events of this accident, if you have any questions, please feel free to contact me at the following address and number.

Patrick Driscoll

[REDACTED]

Centerville, Ohio 45458

[REDACTED]

ATP CE500, L-300, DC-9, B757/B767, BE300

CFII/MEI