

March 31, 2023

To whom it may concern:

If investigation is still ongoing, I'm hoping to provide you with some information which you may find beneficial. I am a Captain on the Phenom 300 for NetJets with 17 years of service. I was acting as PIC of N304QS on 2/22/2023 from the Signature Flight Support (north) on this day in KLIT.

During our before start checklist, the co-captain and I discussed what threats we might encounter during our flight. We discussed that on the current ATIS that there was Wind-shear advisories in the area. There were also Wind-shear advisories on the ATIS when we landed approximately at 10:30 local time. My plan was to depart the ramp and upon reaching the runway analyze the weather to determine if was safe to take off. We were well aware of the rapidly changing weather. At approximately 11: 55 am I was preparing to taxi for departure off of runway 18 in LIT. After engine start I looked around my surroundings before initiating taxi to runway 18. Our aircraft was facing south. It was at this moment that I looked to my left and noticed a Beech Craft King Air that had just departed runway 18.

I noticed that the aircraft from my observation was having difficulty having a normal climb, like he couldn't climb at all. I also observed that he the aircraft was crabbing into the wind coming from the right, northwest I believe. My best guess is that the airplane was approximately 500-600 ft high 1/2 mile from the end of runway 18. It looked like the airplane was Really Struggling with the climb and control. Apparently, I said to my co-captain " My God, is he going to make it? " During our debrief. At this point I must have looked down to release the parking brake to taxi. When I looked up, unfortunately I saw a huge black fireball with orange flames.

I aborted our taxi immediately, knowing that we had just witnessed an airplane crash and that the airport was going to be closed. We were able to get the attention of the ground handler and signaled to him to turn around so he could see the smoke. I remember a brief conversation with ground, I'm not sure that they were aware at that point what had happened. I believe I had asked if the airport was closed because of the "Event " that just happened, not wanting to say the word Crash.

Just before preparing for taxi the winds were relatively light with rain starting to fall more intensely. About 2 minutes later the rain and wind increased dramatically. The wind intensity was so violent that I decided to taxi the aircraft, so it was facing into the wind, to the west. I did this because I honestly thought that if I hadn't the plane could have flipped over. I believed we were experiencing a intense Microburst. Once I faced the plane into the wind, I shut down the engines and said to my Co-Captain and passenger " We're going to take a break and digest on what just happened. "

So, to summarize what I think might have happened to N55PC. During the takeoff roll the winds were starting to gust but still manageable for a safe takeoff, however shortly after clearing the runway end the aircraft encountered a windshear/microburst situation if which might have exceeded the performance of the aircraft. If you can pull the video tape of our aircraft N304QS on the ramp at Signature and you will probably see the weather that we were experiencing. This was a very emotional event for myself and my Co-Captain. We discussed our feelings and decided along with the company that we took the rest of the day off to relax and depress. I hope what I have provided has been beneficial to this investigation. My thoughts and prayers go out to the families of the individuals involved in this unfortunate accident. Feel free to contact me if you would like any additional information or questions.

Sincerely,



PIC Phenom 300