

STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

Date 2-24-23

1. Place of accident LIT Date 2-22-23 Hour 11:57

2. What is your name? Joey C...

3. Address

4. Phone N

5. Occupat

6. Where were you at the time of the accident? Parked on the ramp in front of Dillards

7. Weather Conditions Stormy

8. Tell in your own words what you saw or heard before and at the time the accident occurred.

I observed a King air 200 take off runway 18 heading south in a strong crosswind. The aircraft rotated and gear up. The wind was blowing strong from the west my right side as I was facing south. The aircraft started climbing about half way down the runway. The aircraft began to sink with the nose up. It appeared to be struggling when the left wing dropped and went into a steep dive. I saw the entire top of the aircraft before it went out of site behind the hill, past I 440. A giant fireball became visible and then large plums of black smoke.

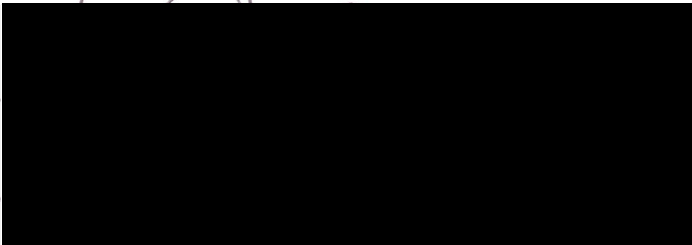
The aircraft appeared to catch a wind shear just before it pitch nose up

Use reverse side of sheet for diagram and additional statement

On Wednesday, February 22, 2023 I was sitting at my desk in my office and happened to look out my office window which faces South. I noticed what appeared to be a King Air that was heading South after (I assumed) departure from Runway 18 at KLIT. I immediately noticed how low and slow the aircraft was with respect to where other departing aircraft are at that location. I suspected that all was not as it should be and continued to watch the aircraft as it proceeded south bound. The aircraft appeared to be descending, but this may have been due to the effect of perspective as the distance from my viewpoint increased.

As I watched, the aircraft began a slow turn to the west (right) while descending and I guessed that the pilot would be attempting an emergency landing on Interstate 440 just South of the airfield. However, the aircraft continued the turn and was soon heading very nearly north...directly toward me and I could see the landing lights and gear very clearly. I remember thinking, "Wow, he's coming back to the airport to land". The wings leveled for just a brief moment and then the aircraft began another bank to the East (right). I thought, "Why is he taking Runway 4L instead of going directly to Runway 18?". But as the bank angle continued to increase and soon reached 90 degrees, I realized that the aircraft was in a classic stall/spin scenario. It continued to increase bank angle and began a near vertical (from my vantage point) descent. It disappeared behind a hangar and was soon followed by a plume of smoke.

I don't remember thinking about the weather being a problem at the time of the accident. Winds were not noticeable and there was no rain during the time I watched the accident aircraft. About 45-60 seconds after the crash, rain and very strong winds began, but they were not present at my office at the time of the accident. Since the aircraft was approximately a mile from me, the wind may have already begun at the accident location.





Today we witnessed a King Air crash at the south end of KLIT. At 11:56am local time, we (Tyler Kent and I) saw a Beechcraft King Air taxi out for departure. We made a comment that the weather was not ideal for flying since a cold front was pushing through.

I pointed out that the surface winds were gusting from the south and the windsock by the DFJ blast pad was straight out and flailing. I then pointed out that the low-lying clouds above us weren't moving, and the wind shear must be crazy right now.

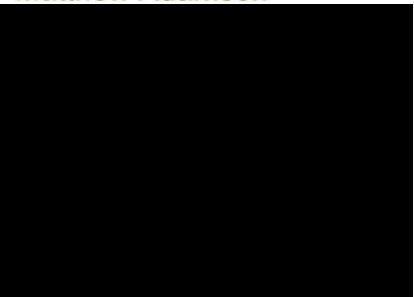
As the King Air took off, it looked smooth and uneventful. Once it climbed past the end of the runway, it stopped climbing and leveled off. We then noticed the aircraft start crabbing to the right, and a slight decrease in altitude. As the aircraft continued, the nose was pointed in a southwesterly direction, then it looked as if the King Air stopped moving. We then saw the left wing drop, and the aircraft rolled over and into a nose low attitude. The King Air went straight into the ground just south of the airport and a large fireball erupted.

I called 911 and Tyler called Signature Flight to report what we saw. The temperature dropped significantly by the time we made it back into the hangar, and the winds had changed direction.

Please let us know if we can be of any further assistance.

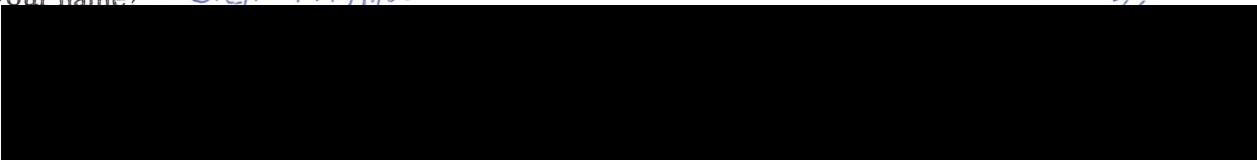
Sincerely,

Matthew Adamson



STATEMENT OF WITNESS

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- Date 2/24/23
1. Place of accident KLIT Date 2/22/23 Hour 1155 am
2. What is your name? Brett Phillips
3. Address 
4. Phone No 
5. Occupation ATC By whom employed FAA
6. Where were you at the time of the accident? Air Traffic Control Tower
7. Weather Conditions Rain and wind approaching from the West.
8. Tell in your own words what you saw or heard before and at the time the accident occurred.

I observed the aircraft taxi from Signature FBO to Runway 18. During the taxi the low level wind shear alert went off for Runways 22R & 18. The alert was issued by all controllers in the tower. I observed the aircraft taxi onto runway 18 and depart. While climbing out, ~~at~~ I turned my attention to the radar scope. I saw the aircraft begin to acquire on radar and then disappear. When I looked back towards the aircraft I saw smoke coming from approximately 1 mile south of the field. The radar target that began to acquire said 500 to 600 feet unverified.

Use reverse side of sheet for diagram and additional statement)

