

From: J C Molloy [REDACTED]

Sent: Monday, December 18, 2023 7:59 PM

To: eyewitnessreport [REDACTED]

Subject: Burnet Texas Crash Dec 17

My name is James Molloy and I was traveling north on US HWY 281 just crossing Ramsey's Way when I observed a single engine low wing aircraft that appeared to have just taken off from the Burnet Airport. The ac was southbound and was extremely low, estimated between 100 to 150 feet agl. The ac appeared to be having difficulty gaining altitude and flew directly over my vehicle.

I could see the landing gear were retracted and stowed. It appeared that there were no flaps extended. I could see the propeller was turning, but I did not hear engine sounds. As low as the ac was, not gaining altitude, I fully expected to hear the engine.

As the ac passed behind me it continued to lose altitude and I lost sight due to it dropping behind a hill. The ac was lined up with HWY 281 and appeared the pilot was attempting an emergency landing. By the time I was able to safely attempt a U-turn, emergency units were in route so I did not go to the actual crash site.

For context I was employed at [REDACTED] from 1983 to 1994 and am familiar with aircraft operations.

You can contact me via this email and my cell phone [REDACTED]
James Molloy

From: Steve Amend [REDACTED]

Sent: Friday, December 22, 2023 23:55

To: eyewitnessreport [REDACTED]

Subject: KBMQ Accident Witness Report - 12/17/2023

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Good Evening,

Upon reading an article regarding the accident that occurred at Burnett Municiple Airport on

December 17, 2023 I came across this NTSB witness email address. My student and I entered the airspace prior to N70SL departing and we were inbound during their departure and initial climb out. I have submitted a NASA report, but I just want to provide any useful information to all involving parties. Below is the same report submitted already.

On 12/17/2023 at approximately 20:15 UTC (2:15PM Local) while entering the BMQ airspace, Rosston Stewart and I overflew midfield of KBMQ and made calls for overflying/teardrop/downwind/base. While making these calls there was an aircraft in the run-up area. Once turning base, the incident aircraft (possibly a Mooney) holding short of the runway entered and lined up on runway 19. When turning final, the aircraft was still lined up on the numbers so we made a call announcing we were on final, inbound. About a mile out on final they started their takeoff roll. Upon rotation, we noticed that the aircraft mentioned before started kicking black smoke from the exhaust intermittently but were still able to climb out slowly. We proceeded to land and just after we touched down, we noticed that the departing aircraft was now in a shallow descent. Once they descended below the tree line south of the runway, I made a radio call to check if they were okay and moments after there was a cloud of smoke that erupted from their direction. I took controls of our aircraft and had Rosston call 911 immediately. We spoke with the gentleman at the FBO and waited to see if there were any NTSB/FAA/DPS officers that wanted to speak with witnesses. After waiting almost an hour we decided to return to GTU. I left my contact information and name with the gentleman at the FBO.

Please call or email if you have any questions.

Thanks,

Steven Amend

