



FW: Plane crash on Rt. 50

Michael Dougherty

to:

Michael E Filippell

09/03/2013 03:33 PM

Hide Details

From: "Michael Dougherty" <[REDACTED]>

To: [REDACTED]

**From:** Michael Dougherty [REDACTED]  
**Sent:** Monday, September 02, 2013 10:51 PM  
**To:** [REDACTED]  
**Subject:** RE: Plane crash on Rt. 50

3:45 PM Monday, September 2, 2013

Karen and I were driving West on MD RT 50 after a delightful visit to Annapolis. MD.

Karen exclaimed " What is that plane doing?"

From the left I see a single engine, low wing plane tail down falling about 45' in the air. It climbed a little . Then it flew straight into a hedge / thorn row on the side of the road. It caught the plane like a Lacrosse goal and likely softened the impact.

As I jumped from the car I had my wife call 911. When I saw the plane wrapped in thorns, I immediately took my shirt off to protect my hands from the thorns. Another off duty officer "Jerry" joined me and we were able to clear away the left side of the plane. Then someone came forward with a hedge shear. What a blessing. We pulled the rear side window out. I slid in. While we were working up on the wing, another group helped to pull the plane back six feet or so making it easier to access the right side door.

Once in I found the passenger in the rear with no feeling in his legs but fully conscious. The woman in the right front was banged up in a lot of pain with many facial cuts and a lot of blood. The pilot? in the left seat had severe facial bleeding and bleeding in the mouth. He was in extreme pain and could not hold his head up and I was afraid that if I did not keep his head up he would drown in his own blood.

All the while I was aware if the leaking fuel and the live electronics. By now a State Trooper had opened the passenger door and was also trying to shut off the electronics. To no avail. Then an emergency room doc stuck his head in and they pulled the woman out. During all of this I managed to unbuckle their seatbelts and untangle the headset wires. The left steering wheel was bent down into the pilots lap but he could move his legs and I think he understood what I was saying but he could not speak.

The buzzer was still sounding and the fuel still spilling. The guy in the back still complained of pain but still could not feel his legs. By this time my shoulder with the torn rotator cuff is getting very sore from holding up the pilots head so he could breathe. A firefighter asked me to exit the plane. I declined until they brought a neck brace for the pilot for once I left there would be no one in the plane to hold his head. Once they but the brace on I exited the plane.

They then proceeded to use the Jaws of Life to cut off the top to the plane. This enabled the EMTs to strap the two men on to back boards and med-a-vac them to Shock Trauma in Baltimore.

Once cleared by the State Police, we drove home.

## Statement of David Baldwin

This is my witness statement of a small aircraft crash in Bowie, Maryland.

On Monday, September 2, 2013, at approximately 3:15 in the afternoon while driving towards Washington, DC, I entered Route 50 westbound from the 197 on ramp. While on Route 50, and shortly after the Church Road overpass I observed a small aircraft pass extremely low and directly in front of my vehicle traveling from north to the south. I observed the aircraft crash into the heavy brush on the westbound side of Route 50. By my observation, if a vehicle had been traveling in the first lane the aircraft would have collided with that vehicle.

The sky was clear with no inclement weather. Until I observed the aircraft, my vehicle windows were closed and the radio was on, therefore I did not hear any distressful noise from the aircraft while it was in flight.

I immediately pulled off the road on the left side of westbound Route 50. While exiting the vehicle, I immediately dialed 911 and spoke with the operator and explained the location and what I observed of the emergency.

I proceeded to the aircraft with several other citizens who also stopped at the scene. I and several other citizens attempted to render immediate assistance. It was difficult to immediately see in the aircraft because the front of the aircraft was buried in heavy spikey brush. We attempted to pull away the brush to reach the compartment; we also attempted to coordinate with others to pull the aircraft back from the brush without success. I asked other to go to their vehicles and bring blankets and gloves so we could better approach the spikey brush and reach the compartment. Several returned with blankets and we continued to attempt to reach the compartment. The smell of fuel was very concerning. Soon I did observe three people in the aircraft. The pilot was a male, the front seat passenger was a female, and a male was in the back seat. We were able to remove the glass from the pilot's side and begin communicating. All three were responsive.

One citizen returned from their vehicle with a pair of hedge trimmers and we were able to cut away the heavy spikey brush from both sides of the aircraft. Eventually we were able to open the passenger door. I immediately asked the person on the pilot's side to remove the keys from the engine and the keys were given to me. While communicating with the passenger, I observed a significant amount of blood on the face and upper body of the female passenger. The pilot stated that he could not feel his legs, and the male in the back seat seemed to be in shock while complaining about his back and knees. Another citizen approached and identified himself as a doctor. I moved from my position to allow him immediate access from the aircraft passenger door. Shortly thereafter units of the Maryland State Police arrived. I identified myself and explained briefly what had taken place; I also gave the State Trooper the aircraft keys. The doctor began removing the passenger from the aircraft's passenger side, and we assisted him. Shortly thereafter the area was flooded with Fire and EMS responders.

I continued to assist and worked with the Fire and EMS responders for a brief period of time while they were securing neck braces on the two people that remained in the aircraft. At some point shortly there afterwards we were asked to step back to allow the proper authorities to manage the situation.

At that point I became an observer and stayed on scene until everyone was removed and transported. I wrote a brief witness statement at the scene for the State Police. When the fire department was able to secure the fire hose and the roadway was clear to travel, I continued my travel into Washington, DC.

  
