

Statement Form

Case Number B14-038116

Name: STEVE MCGOWAN Phone: (H) [REDACTED]

Address [REDACTED] Phone (W) SAC

City MACON State GA Zip 31217

Incident Date: 2-19-2014 Time: from to

Note: False Statement (OCGA 16-10-20)

A person who knowingly and willfully falsifies, conceals, or covers up by any trick, scheme, or device a material fact; makes a false, fictitious, or fraudulent statement or representation; or makes or uses any false writing or document, knowing the same to contain any false, fictitious, or fraudulent statement or entry, in any matter within the jurisdiction of any department or agency of state government or of the government of any county, city, or other political subdivision of this state shall, upon conviction thereof, be punished by a fine of not more than \$1,000.00 or by imprisonment for not less than one nor more than five years, or both.

Victim Statement:

As myself and BO George was at the #14
HANGAR (South Side) observing AIRCRAFT N9026N
take off + land on Runy 28.

The yellow Piper Cub took off into the wind
and at about 100' started a right turn.
The aircraft stalled due to wind shear and was
dived into the ground.

(Continue on reverse side if needed)

Signature: [REDACTED]

CFH [REDACTED]

Witness: [REDACTED]

Bo George



Eyewitness statement of Yellow Cub N9026N

Steve McGowan to: Michael A Pupek

02/20/2014 04:15 PM

On Feb.19, 2014,

I Steve A. McGowan was standing speaking to Bo George at the South side of hangar # 14..... At the Macon DownTown Tee Hangars, Located at the Macon DownTown/ Herbert Smart Airport, Macon Georgia.

N9026N had been making Light X-Wind takeoff and landings for quite a while, using different approaches according to the winds...Piloted by CFI/ Dr. Guy Foulkes

Rwy 15 as well as grass area to the East of Rwy15, was being used before the winds started gusting to approx 20-25 mph. (again approx) and Guy changed to Rwy 28.

Everything was going well as the Yellow Cub took off Mid-Fld of Rwy28.. The winds GUSTED Extremely Hard as the Cub started a right hand turn at approx. 100' AGL.

The turn was about 30 deg. Rt as the wind hit the aircraft the left wing was caught by the wind gust, rolling the aircraft into a 90' turn and slowing the forward speed.. At that point the aircraft stalled and rolled severely to the right,,,,,, the aircraft continued the turn and a verticle drop of maybe 80' NOSE down... The right wing tip hit the ground just before the prop and engine area hit the ground.

The entire craft bounced about 50' to the East because of the wind gust....as it hit the ground.

Bo George and I ran to my vehicle and began heading to the crash site.

As we headed to the aircraft, Bo George, Dan Giallourakis and myself did what we could to comfort both occupants , which were both severely injured, we did what we could to assist the Fire Dept after they arrived,,

"HOWEVER"

911 and the EMS was called atleast twice, and DID NOT ARRIVE for 15-20 mins. A Fire Dept is just outside the fense of the airport on the SE side of the fense...

"WITHIN SEEING DISTANCE OF THE CRASH"

" And Personally " , THEY DONT KNOW [REDACTED]... about Aircraft Safety Precautions after a Crash or in a Crash Site Area...

"For YOUR INFORMATION"

Be aware that the area around Herbert Smart Airport is 100-150' higher than the surface area at the Innerstate I-16 road bed level. To the West of RWY10.

CLEAR Air Rotars can be EXTREMELY STRONG if you are caught on the DownWard Roll of the wind coming across the Ocmulgee East Road area on Rwy 10 approach.. (28 West end.)

I have been operating from this area since the early 80's
And I feel the "Gusting Winds" was a Contributing Factor to this mishap.

Steve A. McGowan



Plane crash MAC

Bo george to: Michael A Pupek

02/20/2014 09:53 AM

On February 19, 2014 at approximately 1400 hrs, myself, Steve McGowan and my son were at the T-Hangars located on the east side of the Macon Downtown Airport, KMAC. We were actually standing outside watching the J-3 Cub piloted by Guy Foulkes doing touch and goes. The winds were gusting between 10 and 25+ knots as he applied power to the aircraft for take off on runway 28. The winds were about 13 knots from our position at the T- Hangars.

As I watched the plane climb, it began to make a right turn to at about 75 to 100 ft AGL. There was a large gust at that moment, which I knew would effect the lift of the aircraft. Steve and I both started yelling before the plane even began to stall. I would estimate, from my 34 years of flying that the plane experienced about a 15 knot shear.

As we watched the plan begin to fall from the sky we both started running to the truck, because we both knew this was going to be really bad. I arrived at the scene of the accident approximately 10 to 15 seconds after the crash. Steve and I both checked for pulses and vital signs and began to secure the aircraft systems to prevent a possible fire. I tried to cut the fuel off, but the knob was jammed. I cut the magnetos off and closed the throttle of the aircraft. I grabbed the battery and removed it from the aircraft.

As Guy Foulkes (who is a friend and customer of mine) began to gain consciousness, we instructed him not to move. I was working on Guy and Steve was working on Kelly the student in the front seat.

When rescue arrived, I instructed them on were to cut the aircraft to be able to remove Guy first from the wreckage. I cut the shoulder harnesses away from Guy and the fire department used the "Jaws of Life" to cut seat supports to remove Kelly, who was the student in the front seat.

Bo George
AeroArt/Macon Jet Center
Owner/Operator

