

Moore, David (FAA)

From: [REDACTED]
Sent: 29 March, 2015 4:36 PM
To: Moore, David (FAA)
Subject: Brandywine Plane crash on 3/29/2015.

David,

It is a sad day in aviation when one has to write a letter after witnessing a plane depart that crashed.

I was at the Brandywine Airport visiting the Helicopter Museum with my nephews on 3/29/2015. Approximately at 1:15pm we went outside to look at the V22 on display. My attention was then drawn to the Piper doing its run up on the West side of the field. As the run up was being performed it sound like a Magneto check was being done and the engine sounded rough. The plane then sat at a higher RPM setting for a bit and then came back to idle. The plane then brought rpms back up and seemed to do another check this time the plane sounding better than previous. I looked at the windsock and thought the pilot would originally try to depart from RY 09. But they ended up taxiing down to RY 27. The plane took position hold on RY 27 and went full throttle but held the brakes. As he was about to depart I mentioned to my nephew that it looks like they will be departing with a tail wind and we started talking about at what point the plane would lift off. After the pilot released the brakes the winds shifted again to almost a cross direct cross wind favoring RY 27 a little. I stated to my nephew that the plane was going to have a rough take off because of the winds shifting. The plane started a slow lift off about 1/4 way down the runway in front of us. As the plane lifted the pilot retracted the gear and the plane seemed to become unstable as it made a slight right turn. I said to my nephew look at the wings wobbling and that they must be getting bounced around. My nephew also took notice and said "what happened did they crash" as we lost sight of the plane beyond the tree line looking to the west. We went back in to the Museum and then departed for home. When getting on Route 202 to head south I saw a smoke plume and started wondering if the plane crashed. After arriving home I checked the internet to find out that sadly the plane had indeed gone down. Please feel free to contact me at [REDACTED] if you have any questions.

I have been a pilot since 1999 and have over 2500 flight hours. I am instrument rated and have several endorsements. Based on my experience the plane definitely struggled on take off.

Kenneth Nicastro
[REDACTED]

At approximately 1:30 pm on March 29, 2015, Piper Cherokee 140 N6842W departed runway 27. Upon getting airborne, at approximately mid field, the aircrafts engine sputtered significantly and then immediately restarted. After a few seconds, while the airplane appeared to be over 202, the engine sputtered again. The aircraft struggled to maintain altitude and initiated a left hand bank. The aircraft then disappeared below the horizon, followed shortly there after by black smoke.

I immediately left the airport in my car and went to the crash scene. The aircraft was engulfed in flames and not recognizable.

The aircraft was owned/piloted by Joseph Deal who was accompanied by Richard Poch (flight instructor).

I spoke to West Goshen PD at crash scene right after incident and then again at the airport.

I spoke to NTSB at 3:30pm the day of incident.

Brandywine Airport
assistant manager


Jeffrey R. Soveg
3/29/15