

Greenville County Sheriff's Office

Greenville, South Carolina 29601

VICTIM WITNESS STATEMENT

Case Number 14-06971-3

Date 4/24/14

I, Willie Dee McAbee, do hereby give freely and voluntarily this statement to
T Workman and M Waters who have identified themselves to
me to be Deputies of the Greenville County Sheriff's Office, Greenville, South Carolina.

DA I am 63 years old and I reside at [REDACTED] Belton SC 29627

I saw the plane flying low over the runway. The plane was
spitting when he made 2 left turns. He then stalled. He got
back running when he stalled again. The plane rolled to the right at
250-300 ft then impacted the ground nose first. When I got there
the plane was in flames. I was not able to get him. I saw him
sprint to the wheel. END OF STATEMENT WDM

I have read the above statement of 12/1 pages and it is true and correct as best as I recall.

WITNESS:

* [REDACTED]
I have received a copy of this statement.

Sworn before me this _____ day of _____, _____

NOTARY PUBLIC FOR SOUTH CAROLINA



MEMORANDUM FOR RECORD

Heidi Moats
Air Safety Investigator
Eastern Region Aviation

April 25, 2016

Subject: ERA16FA168
Who: Mr. Willy McAbee - Witness

In a conversation with Mr. McAbee, he stated the following:

- That the airplane was on the downwind leg of the traffic pattern, when the engine "sputtered," and "cut out" several times.
- He then watched the airplane then banked to the left, go straight down, and impacted "the ground nose first."

Witness statement regarding N380JA

On Sunday, 24 April 2016, I was working in my hangar. My hangar is on the north side of Oakhill Airpark runway, and opens facing south. The runway headings are 10 & 28.

At approximately 1645h I saw N380JA taxi down the runway to the departure end of 28. I heard the pilot, Bruce Ryskamp, perform his run up checks, including cycling the prop. Shortly thereafter, he departed.

My neighbor saw my hangar door open and walked over to visit while I was working.

At approximately 1718h, we heard the plane returning to the airport. We stepped outside to watch the approach and landing. I noticed the plane approaching with some "crab" angle, which was common for Bruce to allow him to see the runway better. (the nose of this type plane obstructs the view when approaching straight in)

Bruce aborted his landing attempt and went around, making a left traffic pattern (south of the airport). I stepped back into my hangar for a minute to get my cell phone, and when I stepped back out I did not see him in the pattern. About a minute later, we saw his plane approaching from the northeast.

Bruce made some maneuvers east of the airport and then lined up for another approach to runway 28 at approximately 1727h. My neighbor commented on the wind, noting that there was a very light, intermittent breeze from the southeast - just enough to move the windsock slightly.

I decided to video-record the landing, and that video clip has been made available to the NTSB*. Again, Bruce aborted the landing. His plane climbed and again turned to make a left traffic pattern. As he was turning downwind, I told my neighbor that I was going to work in the hangar a little bit more. I stepped into the hangar and then heard the propeller pitch change on the airplane - what sounded like it went into low pitch / high RPM - and I ran outside. The plane was already out of the sky, and then I saw a plume of grey-black smoke erupting from behind the tree line.

My neighbor ran to his truck and went toward the scene. I ran to my house to get my wife, who is an EMT, and then went to the scene. As I arrived on scene, the plane was engulfed in heavy flames and people on the scene said that there was nothing that could be done.

I made sure that 911 had been alerted, and went back to the road and positioned people to direct emergency responders. Once emergency responders were on scene, I returned to see if there was any way to assist. When the fire was out, I took one photo of the wreckage, and that photo has been provided to the NTSB.

Statement provided by: Wm Harvey Cash
[Redacted] Belton, SC 29627

Com
PILOT # [Redacted]

25 APR 2016

* Provided to Timothy W. Monville, Sr. Air Safety Investigator, NTSB

All times expressed are Eastern Daylight Time



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Heidi Moats
Air Safety Investigator
Eastern Region Aviation

April 25, 2016

Subject: ERA16FA168
Who: Mr. Harvey Cash

In a conversation, Mr. Cash stated:

- The pilot usually performed about 4 to 5 aborted landings prior to landing at the airport in order to make sure he had the landing made.
- He did not perform any maintenance on the airplane.
- He did not know any information about the setup of the airplane as relates to the fuel system or engine controls.