

On October 23, 2015 at approximately 1540hrs I was dispatched to plane crash in Bluemont.

Upon arrival I observed a single engine aircraft on ground with extensive damage. The plane landed on the property of [REDACTED]. The pilot, Robert Melville Egelhoff Jr., stated that he had departed from Upperville and was heading to New Jersey. He advised shortly after takeoff he heard a noise coming from the engine. He looked at the gauges and observed that the oil pressure registered zero and then the engine shut off. He further advised this trooper that he decreased the throttle prior to the engine shutting off but due to the engine failure had to land the aircraft. He observed and open field and directed the plane in that direction where it landed on the field but did not have control of the aircraft. It's right wing struck the ground first and then the right landing gear broke off and the front bottom portion of the aircraft hit the ground and the plane slid into a fence crashing through it and breaking off the right side wing. The aircraft then made a 90 degree turn to the right and struck another fence, where the left wing embedding into a fence post damaging the wing severely before coming to rest.

Both the pilot and passenger, William Robertson IV, were not injured from the crash. I also spoke with Mr. Robertson IV who advised that they both had left from Upperville Airport and were enroute to NJ when he too heard a noise and that the engine shut off. He stated that Mr. Egelhoff Jr., declared an emergency prior to the plane crash landing.

FAA Inspector Clairmont A. Morrison arrived on scene. I provided him with all the proper information and we both assessed the scene in detail. The aircraft after it made first contact with the ground travelled a distance of 271 feet before it came to rest.

I provided the property owner of [REDACTED], Christopher George Rapp all the insurance and pilot's information.

The Assistant Deputy Fire Chief Williams advised his crew would stay on scene and contacted the Hazmat Team due to the leakage of aircraft fuel on the ground.

Once the aircraft was safe RoadRunner towing came and removed the plane and per Investigator Morrison the craft was transported to Leesburg Airport will the NTSB will conduct their investigation on the craft.

No charges were filed against the pilot Robert Melville Egelhoff Jr.

This case is closed service.