

Record of Telephone Conversation

Name: Mr. Titus Hershberger
Address: [REDACTED]
Phone: [REDACTED]
Date: 01/12/2016
Description: Pilot statement regarding crash of N4314S at Deck Airport.

Telephone interview with Mr. Titus Hershberger (Hershberger) regarding the crash of N4314S on December 22, 2015. Present during the telephone call was ASI John Carter, ASI Daniel Luke, and ASI Richard Harowicz.

Hershberger stated he will send Pilot Logbooks to Harrisburg FSDO office.

Hershberger stated he did not receive any compensation for the flight. He was flying friends who had business in Pa.

Hershberger stated he was allowed to use the aircraft to build pilot time. Erick Black and David Asbery are owners of N4314S. Both are friends of Hershberger. Mr. Asbery number is 478-998-2140.

Hershberger stated this flight had no affiliation with any company or non-profit organization.

Hershberger e-mail is [REDACTED]

Richard J. Harowicz
Aviation Safety Inspector
[REDACTED]

Record of Telephone Conversation

Name: Mr. Eugene Burkholder
Address: [REDACTED]
Phone: [REDACTED]
Date: 01/12/2016
Description: Passenger statement regarding crash of N4314S at Deck Airport.

Telephone interview with Mr. Eugene Burkholder (Burkholder) regarding the crash of N4314S on December 22, 2015. Present during the telephone call was ASI John Carter, ASI Daniel Luke, ASI Michael McEvers and ASI Richard Harowicz.

Burkholder stated upon arrival at the airport (Deck) fog was setting in. The fog was light and could be described as a mist.

Burkholder was seated in the right rear seat of the aircraft. While taxiing to the beginning of the runway (during the turnaround) Burkholder stated the entire runway was in sight.

Burkholder stated during the takeoff he heard the gear coming up, the pilot was busy, the engine suddenly stopped and then he remembers waking up on the wing of the aircraft.

Burkholder stated he did not hear a horn or stall indicator.

Burkholder stated the engine of the aircraft sounded normal.

Burkholder stated no funds were to be or were exchanged for the flight. Burkholder is friends with both the pilot and the aircraft owner.

Richard J. Harowicz
Aviation Safety Inspector
[REDACTED]

Record of Telephone Conversation

Name: Mr. Titus Hershberger

Address: [REDACTED]

Phone: [REDACTED]

Date 12/28/2015

Description PIC interview of accident of N4314S at Deck Airport

Inspector Gary Martin and I interviewed Mr. Hershberger regarding the accident that occurred on 12/22/2015 with aircraft N4314S at Deck Airport, PA. We interviewed Mr. Hershberger at the hospital as he was still recovering from his injuries but felt good enough to speak with us.

Mr. Hershberger stated that he was the PIC of the flight and was flying the aircraft.

The PIC stated that he checked the weather before departure for the surrounding area and for his planned flight. The PIC filed an IFR flight plan and stated that he planned to take off and obtain his clearance once airborne. The PIC stated that the engine was running until impact. He also stated that the engine might not have been producing full power but he was not sure.

The PIC stated that although low ground fog was in the area, he stated he observed VFR conditions and stated he had good visibility. The PIC stated that he raised the gear shortly after liftoff to climb as quickly as possible and a few seconds after takeoff he saw that he was in a left bank. The PIC stated that he leveled the wings just before the aircraft impacted the ground.


[REDACTED]
John D. "Dan" Carter
Harrisburg Flight Standards District Office
Aviation Safety Inspector
400 Airport Road, Bldg. 201, Room 101
New Cumberland, PA 17070-3419
[REDACTED]

Carter, John (FAA)

From: Carter, John (FAA)
Sent: Monday, December 28, 2015 7:59 AM
To: Luke, Daniel (FAA)
Cc: Banks, Bill (FAA); Martin, Gary G (FAA); McEvers, Michael (FAA); Harowicz, Richard (FAA)
Subject: RE: 9D4 N4314S ACCIDENT STATEMENT

Thank you!

From: Luke, Daniel (FAA)
Sent: Monday, December 28, 2015 7:40 AM
To: Carter, John (FAA)
Subject: FW: 9D4 N4314S ACCIDENT STATEMENT



Daniel A. Luke
Aviation Safety Inspector
Operations
Harrisburg FSDO
[REDACTED]

From: Greenl3vf [REDACTED]
Sent: Sunday, December 27, 2015 3:31 PM
To: Luke, Daniel (FAA)
Subject: 9D4 N4314S ACCIDENT STATEMENT

On Tuesday December 22, 2015 at approximately 1730 local time I observed the following at DECK 9D4 airport from the front of my T hangar A1.

I heard a Bonanza A36 that was parked on the ramp all start up. I walked to the front of my hangar and lit a cigar to observe the departure because of the dense fog at the time.

The aircraft turned and faced me due north on the upper ramp, at that point he was doing his engine run up, I could barely see his landing light located under the prop. He did about 5minutes of run up, the engine sounded very normal and smooth and normal Bonanza sounding.

At this point he did a 180 on the ramp and started a back taxi on RNY 19 for departure. Gary Deck drove down the ramp and parked at my hangar, got out and came over to stand with me.

I commented and pointed to the outside hangar light and how the fog,mist was just rolling by.

The aircraft had his landing light,nav lights and vertical fin red strobe on.

At this point I turned off my inside hangar lights so the ramp area was dark, I then stated to Gary let's walk out a bit further towards the runway to watch the show as I had doubts on the takeoff outcome due to the fog, I would estimate it to be 1/16 to 1/8 of a mile. The moon was visible at all times as the fog appeared to be rather just low level.

We heard the aircraft start his takeoff roll, he appeared of to my left about my 45 degree filed of vision, I only saw his landing light, it appeared to be a smooth liftoff. The aircraft got about 20' in the air then began to settle,

as his silhouette went by my directly in front of me he was approximately 20' and settling to about 15', the aircraft was gear up and about a 10 degree bank to the left. At this point I said to Gary that he was gonna go in. The aircraft disappeared about my 20 degree field of vision to the right, I heard the aircraft for approximately 3 seconds then heard a thump. The engine sounded normal loud and smooth and at a constant power. I had a scanner on in my hangar and at no time ever heard a Unicom call from the aircraft.

Upon hearing the crash I jumped in my car and crossed the runway at the nearest taxiway to locate the aircraft. I had assumed he had cartwheel due to his left bank. I drove the fields back and forth becoming stuck at one point yelling and blowing the horn listening for a response. I then got out on foot with a flashlight and walked the fields for approximately 10+ minutes, at one point I had walked with 75' of the aircraft and never saw it.

I heard the fire trucks responding and then was heading SW when I came up on the aircraft the time 1st responder saw it. One passenger male approximately 30 heavyside was laying in front of the right leading edge, another heavy side older male was laying on the right wing in distress. The pilot was seated left seat and in and out of consciousness, another passenger in left rear seat was talking but dazed. I looked inside and saw the gear handle retracted.

From this time on fire trucks and medical assistance arrived. The fog improved slightly but later on went back down to 1/8 or so.

It appeared to me that he reached over to retract the gear immediately after liftoff, the aircraft settled and he looked out and became disoriented with his landing light on.

Larry Green

Professional Pilot
FLY ADVANCED KILG

Sent from my iPad

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