

Berlyn, Robert (FAA)

From: [REDACTED]
Sent: Wednesday, March 02, 2016 2:45 PM
To: [REDACTED]
Subject: Fwd: Baron

Hi Bob and Drew

Will Thorn sent me the following email re: the accident. His contact #s are

-----Original Message-----

From: Will Thorn [REDACTED]
To: [REDACTED]
Sent: Sat, Feb 27, 2016 4:45 pm
Subject: Baron

Hi Tom,

You have probably heard by now of the Baron crash at PYM. I witnessed it if you have any questions let me know. A narrative of what I saw is below.

Will

Observation:

I was approaching PYM from the south east planning a 45 to downwind to 24. A Baron called in some distance north for crosswind to 24. I reported on the 45 and saw the Baron on crosswind west of the airport. He called looking for me. I called abeam the numbers of 6 on the downwind. There was a plane on short final at that time. I kept a tight pattern so as to not make the Baron require a large pattern. I was turning off 24 at the second taxi way west of 15/33 when the Baron called turning final. I parked in the marked spot nearest the runway, in the row nearest the fuel pumps, facing west. I had just shut down my engine when I heard a plane to my left. Being a typical pilot I looked to see what it was. I saw the Baron come into view from behind my left wing. The Baron was in a nose high attitude with the left wing low flying at what I perceived as slow speed. The Baron continued to pull the nose up and roll left. The plane went through wings vertical with the nose pointed to the new hangers on the south side of the field. The plane completed a vertical U turn to the left impacting in an 80 nose down attitude, now facing east. Nose and left wing hit first. It then flip onto the roof. At the top of the U I estimate the altitude to be about 50 feet, 1.5 times the wingspan. Never more than wingspan from the ground at any point. The plane engines sounded normal until impact. While the plane sounded normal I can't attest to both engines running. I called 911 from my plane. And as they say the rest is history.

Speculation:

Classic Vmc accident. I don't know if it was a go-around or a touch and go. Either way the GO part was botched by the pilot. Too slow, too low. If he lost an engine on the go he should have pulled the good engine and landed. Still had half the runway ahead of him. More than enough to safely put the plane down.

Willard F. Thorn
A&P, ATP, PE
[REDACTED]

Witness Statement – N482S – PYM 2-27-2016

Arnold Deary

[REDACTED]
[REDACTED]
[REDACTED]

Interview of Mr. Deary on 2/27/2016 at approximately 18:00 LCL

Mr. Deary advised this inspector that he holds a Commercial Pilot Certificate with an Instrument and Multi-Engine Rating. Additionally he is a retired ER Nurse.

Mr. Deary stated that on 2/27/2016 he was sitting in his car at the Plymouth Airport (PYM) with the window down, watching airplanes come and go. He was drinking coffee.

He stated that he suspected that the pilot had been at Plane Jane's , (the airport restaurant). He stated that he saw the aircraft take off. The take off appeared normal and he suspected that the aircraft was leaving the area.

Shortly thereafter he saw the aircraft on final approach to runway 24. The approach appeared normal, although possibly a little fast.

When the aircraft touched down he observed the aircraft bounce a little, about 5 or 6 feet. He stated that he expected the PIC would salvage the landing. He heard the aircraft power come up like he was doing a go-around. Mr. Deary stated that it sounded like both engines came up to power.

At this point he observed that aircraft nose pitch up to initially appeared to be a normal attitude. However the aircraft then continued to pitch nose up into a not normal nose high attitude. Mr. Deary stated that the up attitude caught his eye because it seemed unusual and at this point he knew something was going to happen.

The Aircraft started to bank to the left and the nose continued up. The aircraft rolled to the left to approximately a 90 degree angle, the nose then pitched down and the aircraft struck the ground.

Mr. Deary recalled that both engines seemed to be running. He heard no sputtering, coughing or smoke, nothing that he perceived as an engine failure.

Mr. Deary reported that he was first at the crash scene. That the pilot was semi-conscious. Prior to unstrapping the pilot he noticed that all power controls, Throttle, Props, Mixture were in the full forward position.

END OF STATEMENT

Witness Statement – N482S – PYM 2-27-2016

Mikayla Ryder



Mashpee, MA

Interview of Ms. Ryder on 2/29/2016 at approximately 15:20 LCL

Ms. Ryder reported to this inspector that she was flying with a friend and had just landed on runway 24 at Plymouth Municipal Airport (PYM). Upon taking off the runway she observed the aircraft do a touch and go, or go around.

As the aircraft proceed down runway 24 the nose, was at one point almost straight up and the aircraft rolled to the left.

The aircraft struck the ground left wing first, then, the nose struck. The aircraft fell backwards and landed upside down facing the opposite direction he had come into land.

END OF STATMENT

Witness Statement – N482S – PYM 2-27-2016

Derek Smidler



Plymouth, MA

Interview of Mr. Smidler on 2/29/2016 at approximately 13:00 LCL

Mr. Smidler advised this inspector that he holds a Commercial Pilot Certificate and is a Certified Flight Instructor-Single Engine Multi-Engine Rating.

Mr. Smidler reported that he was standing in front of his office which is located adjacent to runway 6-24 at Plymouth Municipal Airport (PYM). When he first observed the aircraft he saw it in a 60-90 bank with the pitch attitude abnormally high.

He further stated that the aircraft impacted the ground nose down, left wing first. The aircraft cartwheeled in a clock wise direction onto the nose and then the right wing.

The aircraft bounced a bit, one bounce. The tail struck the ground with the aircraft in a nose up, vertical attitude, then fell upside down onto the ground.

Mr. Smidler reported that he was the second person at the crash scene. The door was closed and subsequently opened by the first person to arrive at the scene.

Mr. Smidler observed fuel leaking from the left wing. He went to get a fire extinguisher. Upon returning the first person to arrive pulled the pilot out of the aircraft.

END OF STATEMENT