



RECORD OF CONVERSATION

Millicent Hill
Aviation Accident Investigator
Eastern Region

Date: March 25, 2017
Person Contacted: Laura McInerny
NTSB Accident Number: ERA17FA135

Narrative:

During a conversation with Laura McInerny, she stated she was on her front porch when she heard an airplane overhead. She looked up and saw the accident airplane in a clockwise, almost flat, spin, slightly canted with one wing lower. The airplane made about one and a half rotations before she lost sight of it. Moments later she reported hearing a loud boom and explosion.

When she first saw the airplane she said it seemed to be moving in a forward motion, but then began falling straight down. The noise from the airplane initially drew her attention to the airplane, but she did not remember it making a sound after that.



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Aviation Accident Investigator
Eastern Region

Date: March 25, 2017
Person Contacted: Jesse Cobb
NTSB Accident Number: ERA17FA135

Narrative:

During a telephone conversation with Jesse Cobb, he stated that he was out walking when he saw the accident airplane make a left turn, about 60° of bank or more, but not fully perpendicular to the ground. The airplane then made 4 or 5 turns or spins to the left before he lost sight of it behind the trees. He did not report seeing any smoke coming from the airplane, or any pieces fall off it. After he lost sight of the airplane behind trees, he saw a plume of smoke rising from the area.

When he first saw the airplane he thought it seemed slow and low before making the left turns. He stated that the turns to the left did not seem to be controlled turns, and that the pilot did not seem to be in control of the airplane, and that the spins never slowed down. He stated that he did not recall any sounds from the airplane.



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Date: March 27, 2017
Person Contacted: Wanda Davis
NTSB Accident Number: ERA17FA135

Narrative:

During a conversation with Wanda Davis, she stated she was on her front porch when she heard a “boom boom” similar to a car backfiring. She looked up and saw the bottom of the airplane, she said it flew over and the wings started teeter-tottering, and then it turned left before it dropped out of the sky. She stated she did not hear any engine noise.



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Eastern Region

Date: March 25, 2017
Person Contacted: Mike Montross
NTSB Accident Number: ERA17FA135

Narrative:

During a telephone conversation with Mike Montross, he stated that he was in his backyard about 19:30, when he saw a twin-engine jet flying over. It was southbound, about 2 miles from him, a little higher than airplanes he normally sees on approach to Cobb County Airport. He stated at it turned east, a normal turn at first, then a “hard, exaggerated, bank.” He stated that it appeared the airplane stalled, the airplane was nose low, straight down when it disappeared from sight. A few seconds later he saw a black plume of smoke.



RECORD OF CONVERSATION

Millicent Hill
Aviation Accident Investigator
Eastern Region

Date: March 25, 2017
Person Contacted: Robert Staples
NTSB Accident Number: ERA17FA135

Narrative:

During a conversation with Robert Staples, he stated he saw the airplane about 500 to 750 ft above ground level. The airplane was almost flat, with one wing canted down, spinning in a clockwise direction, falling straight down. He stated he heard a “pop” similar to a bottle rocket.

From: [REDACTED]
Sent: Sunday, March 26, 2017 2:11 PM
To: Detscher, David (FAA)
Cc: [REDACTED]
Subject: Plane Crash - Vistawood Lane, Marietta, GA: Eyewitness Account

Dear David,

Per our meeting on Saturday morning, March 25, Storm Mitchell and I (Cathy Crowley) are, at your request, providing you a note to complement our verbal account regarding the Marietta plane crash on Friday, March 24. Information and observations are as follows:

- We were at [REDACTED], Marietta, Georgia at the top of the driveway.
- I looked up and saw the plane almost overhead going in a north-westerly direction, and doing a barrel roll. The nose of the plane was slightly elevated.
- I called Storm's attention to the plane and he came to where I was standing and observed the completion of this first roll. The plane appeared to be just below the clouds.
- We both observed the continued rolling of the plane (there was no hesitation between the rolls) into a second roll. During this second roll, the forward motion of the plane appeared to be slowing and the plane was more horizontally positioned.
- After this second roll, the nose began to point down and the plane began to fall, spiraling downward counterclockwise.
- As the plane descended, we heard the "whoosh", followed by the impact explosion and saw the plume of smoke.
- We called 911 to report the plane crash.

At no time, do we recall hearing engine noise.

If it's helpful to you, I've attached a map showing our location relative to the crash site.

If you have any questions or if there is anything additional we can provide, please contact us:

Cathy Crowley: [REDACTED]
Storm Mitchell: [REDACTED]

Sincerely,

Cathy Crowley

Aircraft accident in Cobb County 3/24/2017

Raymond Scott Patterson



Commercial Instrument Pilot for ExpressJet

Certificate #



1. I am a commercial pilot currently out on medical leave from ExpressJet due to a stroke. My wife and I were parked behind Taco Mac on the roadway in middle parking spot awaiting orders for Grubhub.
2. Being a pilot, both my wife and I both watch planes coming in and out of the McCollum airport area while waiting for orders to pass time.
3. On 3/24/2017, a little after 7:00 pm, I noticed what looked like a Cessna Citation flying across, traveling southeast just below the cloud base (maybe a 1000 feet or so).
4. I watched the plane for a minute or two as it continued to the south or southeast on a steady flight path and heard no unusual noises coming from the plane. The plane experienced no unusual attitudes or flight characteristics, up to the first roll.
5. At a point where the plane was about 30-40 degrees above the horizon from where we were parked, I noticed it begin a counterclockwise roll (from the rear). It completed a 360 degree roll on that same track (about 3-4 seconds I believe), and then started a steep 90 degree bank to the left (from the rear view, again about 3 seconds). This may have been a continuation of the previous roll as the plane tried to correct itself and hold altitude, if on autopilot, since I saw no loss or gain in altitude during the entire maneuver. The turn was long enough that I first thought that it may be turning back to McCollum or Dobbins, much like a military high key turn. At that point the plane continued to the inverted state and started a sudden vertical nose down dive. The plane entered a slow counterclockwise spiral (again about a 3-4 second turning time) as it started its dive, this continued until it disappeared behind the building. At that point I was looking for it to appear back above the building, like planes do when flying an aerobatic box, when my wife asked what I was watching; I said you just missed a plane doing aerobatics over here. About that same time (approximately 6 to 10 seconds after the dive started) we hear a loud boom, and she asked "what was that"? At first I thought it was someone slamming a car door, but she thought it was too loud for that and asked if I thought that the plane I was watching may have crashed. Shortly after that I started to hear sirens and I realized that it may have been, since I didn't think a plane would be doing aerobatics that close to McCollum and Dobbins ARB without an air show being in town for the weekend. We left Taco Mac and saw

smoke in the distance and started that way. When we got closer to the crash site, we could see flames. We were passed by several emergency vehicles, and once near the crash site, I stop by an officer directing traffic and identified myself as a pilot and told him that I had witnessed the accident from the start and would like to see who we needed to talk to incase the NTSB needed a statement from me. He asked me to call the E911 number and wait at the Publix down the road. When I arrived at Publix, I called Cobb 911 and give them my information, I was asked to leave my number and an officer would call me when they had a chance. Later that night, we saw some other officers at Quiktrip and asked if the NTSB was on site yet and they told us that they were on the way from Decatur and as long as we had given our information to E911 that the NTSB would contact us if they needed a statement from me.