



## MEMORANDUM FOR RECORD

**Millicent Hill**  
**Aviation Accident Investigator**  
**Eastern Region**

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**Date: August 12, 2019**  
**Subject: Rich Rupert, witness statement**  
**NTSB Accident Number: ERA19FA243**

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### **Narrative:**

Mr. Rupert provided the following via email:

We went to Mifflintown airport with truck and trailer on 7/19/19 to pickup the plane/tail number N43032. The gentleman there (named Eric) who was selling the plane for the owner, met us there. He proceeded to walk us through the removal of the wings. Talking us through the procedure and marking all the settings and parts with tape and numbers for recall, as well as lending us a hand, and some tools. After we were done (myself, and 2 other individuals) we cleaned up, while Doug Cromley went with Eric to Eric's house to complete the sale. We then trailered the plane back to P96 unloaded it and put it in a hangar. We worked on putting it back together over the course of 2 weeks. A little at a time, some days I was there to help, some days not. The temps were close to 90 degrees with high humidity (I was in no hurry to help). I'm not exactly sure what day they got the engine to start for the first time, I wasn't there. But the first time it flew was Friday afternoon 8/09/19. I was present for that. Doug made one trip around the pattern and landed, taxied back to the grass area by the hangar, he spun it around 3 times on the ground and shut it off. He told me the engine ran like a champ (or a million bucks?!) He also said the controls were very responsive. Overall he was very happy with the purchase. The next time (to my knowledge) that it flew was the day of the crash 8/11/19.



## RECORD OF INTERVIEW

**Millicent Hill**  
**Air Safety Investigator**  
**National Transportation Safety Board**  
**Office of Aviation Safety - Eastern Region**

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**Date: August 25, 2020**  
**Person Interviewed: Daniel Beck, witness**  
**NTSB Case Number: ERA19FA243**

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### **Narrative:**

Mr. Daniel Beck submitted this witness statement to the [eyewitnessreport@ntsb.gov](mailto:eyewitnessreport@ntsb.gov).

Good afternoon,

I shared a hangar space where N43032 was housed at Jersey Shore airport. I spoke with Doug Cromley the day before the crash (8/17/19) and he mentioned he had taking the Acroport up for the first time that Thursday. Out of curiosity I asked what the stall speed was and he said he wasn't sure because he couldn't see the airspeed indicator while piloting the aircraft in the rear seat, because the airspeed indicator was out of view.

Perhaps this information will be useful for the root cause investigation.

Best regards,  
Daniel Beck



## **RECORD OF INTERVIEW**

**Daniel P. Boggs**  
**Air Safety Investigator**  
**National Transportation Safety Board**  
**Office of Aviation Safety - Eastern Region**

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**Date: August 11, 2019**  
**Person Interviewed: Stacy Wright-Witness**  
**NTSB Case Number: ERA19FA243**

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### **Narrative:**

Ms. Stacey Wright was interviewed in person.

Ms. Wright stated she was sitting at her campsite by the river which was located about a ¼ mile off the end of runway 9 when she saw the bi-plane going almost straight up in the air. She thought to herself “wow he is really climbing very steep.” Next Ms. Wright said she saw the left wing dip down quickly and the airplane started to go almost straight down but not quite. The airplane then went down behind some trees and she did not see the airplane hit the ground but heard the impact. She did not hear the engine running because she said she had a generator running beside her and it was loud. Ms. Wright yelled to her boyfriend to call 911 and she started running to her truck to go help if she could. When she and her boyfriend got to the accident site. Several other people were already there and told them they were both fatal.



## **RECORD OF INTERVIEW**

**Daniel P. Boggs**  
**Air Safety Investigator**  
**National Transportation Safety Board**  
**Office of Aviation Safety - Eastern Region**

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**Date: August 11, 2019**  
**Person Interviewed: Tom Dunlop-Witness**  
**NTSB Case Number: ERA19FA243**

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### **Narrative:**

Mr. Tom Dunlop was interviewed in person.

Mr. Dunlop stated that he and his son were speaking to the pilot before he took off. He stated that the pilot said he was going to fly his new airplane so Mr. Dunlop and his son stood outside the hangar and watched as the pilot took off runway 27. He stated it was a good takeoff, normal looking and climbed out at the right altitude. He further stated that the pilot then made a large circle and came back down runway 9 at a low altitude of about 150 ft and made a high-speed fly-by. He said that he thought the engine was running at "full throttle." At the end of runway 9, he watched as the airplane went straight up in the air about 500-600 ft, then he saw the airplane stall, left wing rolled over and the airplane made about 2-3 spirals down and collided with the ground. Mr. Dunlop and his son immediately drove down to the accident and could tell that they were both fatal.

On Sunday, August 11, 2019 at approx. 4:40pm I, Roger Zinck, Robin and James Jessler, Amanda and John Heck and infant son Jaxon and Jeanine Heck were at the swimming pool in the backyard when Robin said, "Look at that, what's he doing?" Everyone turned to look. I said "He doesn't have enough space to do whatever he's doing."

He was turning and rose diving to the ground. We then heard a loud bang with no smoke or flames. I told Robin to call 911. James and I got in my truck and went to the scene via the farm road and along the fence row. We saw the plane upright, flat on the ground with a body dropping out of the back seat of the plane. I went to check a carotid and radial pulse and found none. At the same time Chip and his girlfriend arrived from their river lot and Tom Dunlap and his son arrived approaching from the runway. As I was checking the radial pulse, Tom asked about the other person. I stood up and looked into the front seat to see that person was deceased. I told the Dunlaps that they didn't make it, they returned back up the runway. I then gave a statement to Jersey Shore police and was asked to leave the scene. We returned home via the fence row and the farm road.