

Garey, David B (FAA)

From: Denny Shaw [REDACTED]
Sent: Monday, June 17, 2019 3:30 PM
To: Garey, David B (FAA)
Subject: Fwd: N2750Q Pilot statement...

Sent from my iPhone

Begin forwarded message:

From: Denny shaw [REDACTED]
Date: June 17, 2019 at 2:39:28 PM EDT
To: [REDACTED]
Subject: N2750Q Pilot statement...

David,

Regarding the crash of N2750Q on the early morning of June 15 my wife Lori (who you met at crash scene) tells me you need my statement as well as Maintenance Logs for the aircraft. Much of that morning flight is vividly clear, and portions are very vague to totally missing. I will try to describe which category the events fall into in this following statement:

Pilot Statement:

Due to unfavorable Wx forecast for the Rochester NY area on Friday afternoon/night, I postponed my return flight from W41 (Crisfield, MD) until Sat. (15th) morning. I had filed for a 4:30AM departure to avoid some low level wind shear at my destination. Having preflighted the plane a bit early, I decided to take one lap in the pattern to log a "night" landing to my log book. With the intention to then land and make the call to activate my 4:30 flight plan. The sky was perfectly clear, winds were very light favoring Rwy 32. I took off shortly after 4 AM (I believe it was 4:10am). Take off was smooth and uneventful, Crosswind and Downwind legs were uneventful with the field lights crystal clear and fully illuminated. Shortly after turning a left Base leg I recall checking my altitude as I like that critical position to assess things, it was between 550-600 feet AGL. I clearly recall calling "turning Final for 32" and seeing the field lights lined up perfectly. Landing lights were still on and all I saw was runway in front of me. Now the vague to missing portion of this statement: I do not remember anything (wind, engine, birds, etc.) that felt wrong. However, before waking up in the field/ditch, I do have a vague recollection of large tree limbs in the cabin of the aircraft. Then it was daylight, so I must have lost consciousness for a considerable time. I assessed my situation to the best of my ability in a dazed state (found that

2 of my 3 dogs were dead) then climbed out and walked to my MD residence. Once there, I contacted my wife in NY & had her notify the authorities. Before leaving for the hospital I informed a State trooper that there was full fuel on board, as well as requesting they initiate the NTSB notification. Later that day (after a 9 hour drive from NY) my wife met you at the accident scene.

I hope this statement was satisfactory, but am willing to help as necessary if you need more. I will also be sending you the maintenance records as requested (I would like to make copies of these records first for any possible insurance needs).

Dennis Edward Shaw

Sent from my iPad