



NATIONAL TRANSPORTATION SAFETY BOARD

Eastern Region – Ashburn, Virginia

Summary of Email

Who: Donna Gregg, Eyewitness

When: November 10, 2020

This is a summary of an email conversation with Ms. Donna Gregg, who was an eyewitness to the accident involving N724BC.

"You asked me to "expand on the plane sound." I have been trying to recreate the sound in my imagination but doubt that is possible, therefore I can only give you my interpretation at the time. The plane was not sputtering and had not stalled however my feeling at the time was it, the motor, was barely catching. I do recall the thought that I did not think a plane could fly that slow yet stay up there. If I relate the motor sound to some of the dreadful junkie cars I drove as a young woman I had sensation that the engine was almost not combusting. Though I had not given more thought to the sound until yesterday upon receiving your email I now wonder if the position of plane was tilting the fuel reservoir to a point where the feeding of fuel to the engine was lessened to point it was barely running. I am trying hard not to create more than I actually witnessed but I do know the sound was a loud howling and as I previously reported it echoed like in a metal building or at least a metallic howl. I have heard various plane sounds, some pleasant some even like a Japanese race bike but never like this. So, no it was not running rough in the sense it was choking but sounded like a howl and a sensation of just barely operating. Upon visual contact I found the plane appeared lower than most, but this is a very tree cluttered community and obviously he was flying higher than treetops, but he looked lower than any plane I ever observed flying over and being near two airfields I see many planes flying in and out at various heights, but Chief Graham's plane appeared lower.

Yes, the plane was staying parallel to the ground, it did not appear to be going up or down. The position of the wings was shocking and as I try to picture it once again, I think best way to describe it is if we say a plane flying normal with wings both in exact position everything straight, let's say that is neutral, if this imagined plane did a 90 degree dip of the right wing it would appear to be standing on that wing, the Chiefs plane was not 90 degrees. Though it appeared close to that 6 o'clock position I am feeling it was dipped maybe 45 or 50 degrees to the right. Enough for me to see the entire top of plane at once.

To sum up my observation it was a lower than usual flying plane that seemed to be flying slower than normal and tilted well to right wing and sounding like it was howling and engine just barely running."

