

Incident Report

Name: Adolfo Ferrario

Employee ID [REDACTED]

Date: 04/03/2021

Weather: Sunny, winds lite and variable (down runway 33), cool temps (Near mid 40's)

Note: *All times are approximation*

12:15 PM – Pilot (Lee Babcock) walks into the FBO. I (Adolfo) asked if he would be needing fuel prior to his departure. Lee stated that he would not need fuel until possibly his return. Lee chatted with another pilots for a couple of minutes prior to walking out of the FBO and going to his plane (2953L).

12:40 PM – Lee calls in on the Unicom stating that aircraft 2953L was transitioning from parking to runway 33. I (Adolfo) proceeded on advising the winds, traffic and altimeter. At that time winds were favoring runway 33.

12:46 PM – Lee (2953L) radios in stating that he would be taking the active runway 33. At that time, the winds changed from coming down runway 33, to a cross wind at 070. I radioed this information to the pilot one last time, advising that there was no traffic and giving him the altimeter. Lee asked if I could repeat the information as it did not come in clear through the radios the first time. I restated and Lee (2953L) took on the active runway.

12:47 PM – 2953L begins to throttle forward for takeoff. Approximately 100 feet down runway 33 you could it sounded like the engine was not at full power. As 2953L continued rolling down runway 33, about ½ down the runway he is directly center to the building and you can hear what sounds like him throttling down. About 100 ft. passed the midway point 2953L becomes airborne and is about 20ft off the ground. Engine sounds like its struggling, as the pilot continues to pull upward to continue his take off.

12:48 PM – 2953L begins to nose dive and eventually hits the runway at about the displaced threshold of runway 15. Engine still did not sound like it was running at its fullest capacity.

12:49 PM – I ask Campbell Snoddy (colleague) to call 911 and airport assistant Manager as I run out to check on the pilot.

12:50 PM – I arrive on scene to since the pilot conscious and willing to open the door. No immediate danger is seen. Pilot opens the door and was able to get out of the plane at his own will. Pilot was advised to wait at a safe distance until an ambulance came.

If there is any other questions, I can be contacted at [REDACTED] or emailed at [REDACTED]

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Evan Howell

~12:00est- Pilot Lee Babcock and I engaged in a brief conversation about flying conditions and using an avionics specialist at KSHD airport.

~12:30est- I taxied my aircraft to my spot, pilot Chris Karpenkio and I were pushing it back to its tiedown. I heard 2953L start and I watched the aircraft taxi to the hold short line on 33, and perform its Run-up which sounded normal. Pilot Babcock was the Sole occupant and acting as pilot in Command.

12:50est- Chris and I were at the nose of my aircraft 5298T in conversation and I watched N2953L take runway 33, we watched the aircraft start to take off. At approximately the runway half way mark the aircraft engine started to hesitate and the pilot applied back pressure lifting the nose. The aircraft lifted off and began to develop partial power and continued to hesitate while airborne. The nose of the aircraft then began to rapidly point down and the aircraft began to descend. The aircraft struck its left wing bounced back into the air and then prop-strike'd, the nose gear collapsed and the right main collapsed. The plane came to a stop in the runway displaced threshold. I rushed to my car and was the First one on scene. The pilot claimed to be fine and Adolfo Ferrario then responded with the Yellow Runway Truck and informed me that he had called 911. No fuel was spilled and no fire started.

4/3/2021

I don't recall speaking to the pilot (who I now know to be Lee Babcock) when he came into the operations building around midday; nor do I recall any unusual behavior. I was sitting at the corner desk approximately 30 minutes to an hour later when a green and white plane (which I now know to be 2953L) flew by from the 33 end of the runway. It was flying very low and did not appear to be gaining altitude as it came into my view through the operations building windows. It began to climb shortly thereafter (approximately 200 feet before the $\frac{1}{2}$ marker on the runway) but appeared to be going way too slow and dipped back down. It rose again once more but still seemed to be going too slow, and approximately 300 feet short of the end of the runway the plane tipped to the right and crashed on the runway at 12:48pm.

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Campbell Snoddy