

From: [Bob Brewington](#)
To: [Frederick, Robert E \(FAA\)](#)
Subject: Re: N668CL accident
Date: Tuesday, October 19, 2021 7:08:52 AM

This is my account of the accident that I remember. The plane took off from the south end of the runway and climb to about a hundred feet or more. Towards the north end of runway made a sharp banking turn to the left as if to line up with runway. I must of looked away for just a moment and only saw the plane coming down from the last fifty or sixty feet. I didn't notice or hear the engine missing or runing rough. I hope this is what you need?

Robert Brewington

On Mon, Oct 18, 2021 at 16:11 Frederick, Robert E (FAA) [REDACTED] wrote:

Mr. Brewington,

Thank you for taking the time to speak with me on Saturday regarding the unfortunate event that occurred at Benton Airport. If you can, I'd like to get a witness statement from you while it is fresh in your mind. You can send it in an email form if you'd like or word document if you prefer.

Regards,

Robert E Frederick

Aviation Safety Inspector

Federal Aviation Administration

Harrisburg FSDO (EA-13)

400 Airport Road, Building 201

New Cumberland, PA 17070

[REDACTED]

From: [Ted](#)
To: [Frederick, Robert E \(FAA\)](#)
Subject: N668cl
Date: Monday, October 18, 2021 12:18:52 PM

I hand propped the airplane for my brother Joe at the controls. He sat there and let the engine warm up normally, then taxied to the end of runway. He sat there a while so I walked down to see if anything was wrong, saw he had no earplugs so i handed him mine. Asked if he was good? He replied yep, going to takeoff and do a teardrop and land back and park it. Wind was calm at the time. I stood there and watched the takeoff, everything looked normal. As he climbed out he entered a slow right bank, at 70-100 feet. He then looked to roll into a left bank and just kept getting steeper, not able to recover. I watched the airplane dive into the ground, heard the crunching sound of wood and immediate engine rpm to follow. Which told me engine was still running at time of impact.

Ted Farwell
Pilot certificate [REDACTED]
Medical Date: [REDACTED]
Sent from my iPad

From: [William Farwell](#)
To: [Frederick, Robert E \(FAA\)](#)
Subject: Written statement
Date: Monday, October 18, 2021 3:35:52 PM

As we prepared for a full day of fly-in activities, we got to the airport first thing in the morning to set up and move a few airplanes from their hangars to the parking are. Joe decided he would take a short flight before parking in the line up. I watched him preflight, strap in, taxi out, warm up/run up and then take off. It looked as if he was turning the airplane around back towards the runway when it began to loose altitude and then nosed down to fall from about 100-200 feet. Several of us were able to get to the crash site almost immediately and then pulled him out and clear of the wreckage.

Will Farwell

Sent from my iPad