

NEW YORK STATE POLICE

THE PEOPLE OF THE STATE OF NEW YORK

-- vs. --

Defendant(s)

<u>INCIDENT LOCATION:</u>		<u>LOCATION OF DEPOSITION:</u>	
STATE OF NEW YORK <u>LOCAL CRIMINAL</u> COURT	STATE OF NEW YORK		
COUNTY OF <u>WARREN</u>	COUNTY OF <u>WARREN</u>		
<u>TOWN</u> of <u>QUEENSBURY</u>	<u>TOWN</u> of <u>QUEENSBURY</u>		

On <u>11/19/2021</u>	at <u>12:12 PM</u>	I, <u>WILLIAM D RAILTON</u>
Date of Birth <u> </u>	No. and Street <u> </u>	C/TN <u>GANSEVOORT</u>
		State <u>NY</u>

State The Following:

My name is William D. Railton and I am speaking to Trooper A. Carpenter of the New York State Police in reference to a plane crash that I was involved in at the Floyd Bennet Memorial Airport, Town of Queensbury.

At approximately 11:30 am, myself and my passenger Neil Vandorsten completed a pre-flight check which included checking the fuel quantity in both tanks (36 gallons total observed), checked for fuel quality using a fuel sump strainer and checked oil level (7 quarts observed) with no issues. I then completed a start-up checklist of my 1971 Piper Arrow PA 28R-200 (Tail #: N2305T) also noting no issues. We then completed our taxi checklist and began our taxi from Hangar 7 to the hold short lines of runway 30. We then completed our run-up checklist while we stopped and held short in preparation for take off. Prior to moving from this point, I radioed to Glens Falls traffic to advise my intention for take off on runway 30. Prior to entering runway 30, I completed a before take off checklist and experienced no issues or indications of any problems.

At approximately 11:55 am I entered runway 30, facing to the West and applied full power and began rolling down the runway without any indications of any issues. The aircraft rotated upward at approximately 60 knots, lifting off the ground before mid-field and began a climb to the West. At this time, I retracted the landing at the most western end of runway 30 and continued my climb with no issues. At approximately 500 AGL (Above Ground Level) I noticed an immediate decrease in power and a reduction in engine noise. With this sudden decrease, I quickly lowered the nose by pushing the yoke forward in attempt to maintain airspeed. While I lowered the nose, I began a shallow right turn back to the airfield toward the Northeast in an attempt to find an open area. I heard several backfires coming from the engine compartment and still had no

Notice

(Penal Law §210.45)

In a written instrument, any person who knowingly makes a false statement which such person does not believe to be true has committed a crime under the laws of the state of New York punishable as a Class A Misdemeanor.

Affirmed under penalty of perjury

this 19 TH day of NOVEMBER, 2021

- OR -

* Subscribed and Sworn to before me

this day of

(SIGNATURE OF DEPONENT)

(WITNESS)

(NAME OF PERSON TAKING DEPOSITION)

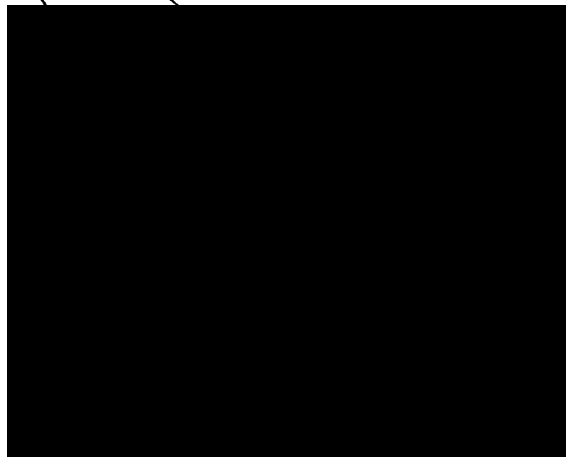
Time Ended	01:10 PM
11/19/2021	01:10 PM

NEW YORK STATE POLICE

State The Following:

was full rich and the prop was full forward. I also confirmed the fuel pump was on and the fuel selector was drawing from the right side fuel tank.

At this point, I committed to land the plane and positioned the plane facing Northeast. I then began slowing the plane down by rounding out my descent with the use of pulling back on the yoke. I performed this maneuver near the threshold of runway 19. I felt the plane touch the ground several hundred feet prior to impacting the perimeter fence that parallels Hicks Rd. We struck the fence at approximately 40 knots and immediately came to a rest. I felt the fuel tanks rupture and checked on Neil to see if he was alright who appeared conscious and breathing. Before exiting the plane, I cut the fuel mixture off, turned off the master power switch, turned the fuel selector from the right position to the off position and turned the ignition off. Neil pushed the right side plane door open and we exited the plane over the right wing. We vacated the area the plane was located to avoid any possible explosion and checked each other out for injuries. I had a cut to my left pointed finger and Neil had a bump on the right side of his head and stated, "I'm going to need an ambulance." I called 911 right away and State Police responded moments later. This is all of the information I have in reference to this incident.

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