



MARYLAND STATE POLICE

Incident Report

1201 Reisterstown Road Pikesville, MD 21208

Phone: (410) 653 - 4200

MSP

(US/Eastern)

ORI MDMSP2000	County Frederick	Venue Frederick	Report # 22-MSP-020823
Report Date / Time 05/29/2022 09:28 Hrs	Occurrence Date / Time 05/29/2022 08:53 Hrs	File Class	

Nature of Incident Other (Specify)	Supplements Approved Report (1)
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Summary
An aircraft landed at Frederick Airport and wrecked shortly after landing on the runway.

If there was property related to this incident, was RAPID Checked?
No

Is this incident human trafficking related?
No

Is this a multi-jurisdictional incident?
No

Incident Location

Address 310 Aviation Way	City Frederick	State Maryland	ZIP	Country United States of America
County: Frederick	Township of Occurrence	Clery Location		
Latitude 39.4158888646	Longitude -77.3796837097	Beat	Sub-Beat 510	

Officers Involved

Role	Name	Agency	Supp #
Approving	Sergeant S. Bell [REDACTED]	51 - Frederick	0
Assisting	Trooper First Class S. Carr [REDACTED]	51 - Frederick	0
Reporting	Corporal D. Rishell [REDACTED]	51 - Frederick	0

Incident People

Roles Driver,Victim	Supp # 0	
Name LEHN, RICHARD GLENN VAN (Primary Name)	Title	Date of Birth [REDACTED]

Race White	Sex M	Age at Occurrence 65 Years Old	DL # [REDACTED] (Maryland)
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Cellular (Date of Info: 05/29/2022)
[REDACTED] - Cellular (Date of Info: 05/29/2022)

Address:
[REDACTED] (Date of Info: 05/29/2022)

Height 600	Weight 205	Hair	Hair Length	Skin
Eye Color	Build	Facial Hair	Date of Info 05/29/2022	

Roles Witness	Supp # 0	
Name CILLIERS, CARLO ROALD (Primary Name)	Title	Date of Birth [REDACTED]

Incident Narratives

Original Narrative

Author:

Corporal D. Rishell [REDACTED]

Date Created:

05/29/2022 1138 Hrs

Supp #:

0

ATTACHMENTS:

Witness statement from Pilot, Richard Lehn.
Photographs from the scene.

NARRATIVE:

On 5/29/2022 at approximately 0854 hours, I, Cpl. D. Rishell [REDACTED], responded to the Frederick Airport, 310 Aviation Way, Frederick MD for an aircraft crash. I was advised by MSP dispatch that an aircraft had crashed while landing on runway 23. I arrived on the scene at 0904 hours and observed a blue Katz Classic single propeller Bi-plane that had overturned on the runway. I made contact with EMS personnel on the scene and they advised the male pilot, the sole occupant of the aircraft, had gotten out of the aircraft on his own, and was refusing medical treatment. They advised the male had a minor cut to his finger and light bruising to his lower legs. Advanced Life Support (ALS) Provider, Marcus Donato from Ambulance A38 completed the medical refusal paperwork which the pilot had signed.

The aircraft was identified as a blue HATZ Classic single propeller bi-plane serial number: 194. The tail number: N85EX was located on the tail of the aircraft as required by the FAA. The aircraft came to a final rest upside down on its wings. There was damage to the propeller and the right-wing.

I made contact with the male pilot on the scene. He was identified by his Maryland driver's license as Richard Glenn Van Lehn ([REDACTED]). Van Lehn rents a hanger at the Frederick Airport where he custom-built the aircraft. Van Lehn is the owner of the aircraft and was piloting it when it crashed. Van Lehn advised that he had taken off that morning, 5/29/22, at the Frederick Airport and was in the air for approximately 15 minutes. Van Lehn was completing a test flight to perform a final check of the engine and operating systems so he stayed in close proximity to the Frederick Airport. Van Lehn advised that everything had been working properly and he began his descent to land. Van Lehn landed without issue and slowed down to approximately 5 miles per hour on the runway when his foot became lodged between the bulkhead and the brake. Due to the sudden brake and the majority of the weight being in the nose of the aircraft, the aircraft immediately did a nose dive and flipped over, landing and coming to a final rest on the top wings of the biplane. Van Lehn advised that he was not injured and exited the aircraft by himself.

I made contact with a witness, Carlo Roald Cilliers. He was identified by his Maryland Driver's License. Cilliers advised that he also rents a hanger at the Frederick Airport. Cilliers is a close friend to the pilot, Richard Van Lehn, and had helped build the aircraft. Cilliers observed the takeoff and the landing. He confirmed the narrative that Van Lehn had given. He stated that the aircraft had landed with no issue and then all of a sudden he saw it nose dive and flip over.

I then made contact with Andrew Nicholas Moore, the Frederick Airport Manager, at the scene. Moore was identified by his Maryland Driver's license. Moore advised that he was in charge of the Airport that day and was immediately notified as soon as the crash had occurred. He arrived on the scene shortly after I arrived. Moore advised that he had already been in contact with the Federal Aviation Administration (FAA) and was waiting on a call back from the National Transportation Safety Board (NTSB). A short time later Moore approached me and advised that he spoke with Flight Standards District Office (FSDO) and they patched him through to the NTSB. Moore made contact with Millicent Hill the on-call Inspector for the NTSB and updated her with all the

information regarding the accident. Hill advised that the incident did not meet the standards that required them to respond to the scene, thus they would not be responding. Hill advised Moore to take photographs to document the scene. Hill advised that as long as the scene was documented, the plane could be up righted and towed back to the hanger.

After receiving confirmation from NTSB that they would not be responding, the plane was up righted and then towed back to the hanger. There was a small fuel spill on the runway where the aircraft flipped. Moore and other airport personnel contained the spill and completed the fuel cleanup.

Cpl. Baum, the duty officer from MSP Frederick, completed a command notification. Cpl. Baum notified Lt. Johnson, the acting region commander. Sgt. Hill, the acting D/SGT from MSP Frederick responded to the scene.

CASE CLOSED.

Signed: Corporal D. Rishell [REDACTED]

Reviewed: Sergeant S. Bell [REDACTED]

Supplement #0 Images

05/29/2022 - View of the fuel spill and runway.



05/29/2022 - Aircraft after it was uprighted



05/29/2022 - View of damage to right wing



05/29/2022 - Damage to the propeller.



05/29/2022 - VIN Plate



05/29/2022 - Tail Wing Number



05/29/2022 - View of aircraft before it was uprighted.



WRITTEN STATEMENT

22-MSP-020823 - 51 - Frederick

Case Number: 22-MSP-020823 Date: 5/29/22 Time: 1030Statement Of (full name): RICHARD GLENN VAN LEHN Date of Birth: _____

Address (street, city, state, zip): _____

Telephone Numbers (cell, home, work): (C) _____Driver's License Number: _____ State: MDEmail Address: N/A Employer: _____Statement Location: ☒ Scene ☐ Barrack ☐ Other _____Role: ☐ Driver ☐ Passenger ☐ Witness ☐ Victim ☐ Complainant ☐ Suspect ☐ Other _____

Questioned by: _____ Unit: _____

You are now being questioned about the (incident/crime/collision): COLLISIONwhich occurred on (date): 5/29/22 at approximately (time): 0854It is my duty to inform you that any statement made may be used in a Court of Law. Do you understand? ☐ Yes ☐ NoAdvice of Miranda Rights provided? ☐ Yes ☐ No ☒ N/A

In your own words, describe what occurred. What did you see and hear? What did you do immediately following the incident?

~~ON CANFIELD~~ AFTER A NORMAL
LANDING AND SCOWING DOWN TO
ABOUT 5-10 MPH MY SHOES GOT HUNG
UP IN THE AIRCRAFT STRUCTURE AND
LOCKED THE BRAKES UP. THAT CAUSED
THE NOSES TO DROP DOWN WITH THE
WEIGHT OF THE BRKES AND MOMENTUM
OF THE TAIL IT FLIP OVER

Andrew _____