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**Date:** November 1, 2022

**Subject:** ERA23FA047 - Summary of Email - Eyewitness Report

**Contact:** William H. Maher, email send Nov 1, 2022, at 10:30AM EDT

The following is an excerpt of an email statement submitted by Mr. Maher, an eyewitness to an accident, that occurred in Alpharetta, GA on October 31, 2022, at 1304 EDT.

*"I witnessed the last seconds of the flight of the Beechcraft twin-engine airplane that crashed in Alpharetta, GA around 1:00 pm on October 31, 2022. I was walking home down my street facing north and was approaching my residence at [REDACTED], Alpharetta, GA 30022 just before 1:00 pm. The weather was light mist or no precipitation and low to zero winds. Cloud cover was low and very heavy. To my east I suddenly heard a loud sound of a piston aircraft engine or engines throttling up. The engine(s) sounded powerful and even, with no sputtering or skipping. I looked up and still to my east I could locate the aircraft by sound, but could not see it. As the aircraft passed over Wittenridge Drive heading east to west directly in front of me, it broke through the cloud cover and I could readily identify it as a twin engine light aircraft at low altitude. The wings were horizontal and there was no rolling. I did not notice any smoke, flame or anything else trailing behind the aircraft. The nose was pointed slightly down towards the ground and the aircraft had plenty of airspeed. In fact, the aircraft was moving very fast. It was not exhibiting a wing stall when I saw it. I believe that it was continuing to accelerate towards the earth under high engine power. I was able to look to the west down the cross street of Wellisford Court and follow its descent until it passed behind trees at the west of the end of Wellisford Court. Immediately after that, I heard the sound of the aircraft impacting the ground. The engines were still at high power at the moment of impact. At no time did I see or hear any change in engine power, angle of decent or direction of travel. The aircraft simply flew into the ground, with no visible attempt by the pilot to turn or pull up. It appeared*

*to me that the pilot could have realized his proximity to the ground, once clear of the cloud cover, and that there was still a brief time in which to react. I kept thinking that I would see the aircraft nose up into a climb, but this did not occur."*