

Eye Witness/First on Scene Written Report

Benjamin P. Eramo

DOB [REDACTED]
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[REDACTED]

Line Service Technician, FlightLevel FBO @ KBVY

At approximately 11:30AM on Sunday, December 4th, 2022, I arrived early for my 12:30 shift at FlightLevel FBO after arriving on a flight from Logan Airport earlier that morning. I planned to sit in my car in the parking lot for the West Side of the airport for an hour before starting my shift. At approximately 11:37AM, out of the corner of my eye I thought I saw something, gray in color, falling from the sky, then disappearing behind the hangar. Not sure if it was a bird or a plane, I immediately called Amos Lumumba, the front desk worker at the FBO to see if there was an accident. Amos told me he wasn't sure, but asked Tyler Walsh, another FBO line technician if he could go check outside.

I decided to not wait for him to check and come inside anyways. As I was walking through the security gate, I saw Piper Warrior N727BH executing a go-around on Runway 34. It was at this time that I pieced together there was something disabled on the runway. I walked in the FBO and then out through the back door to visually inspect the runway from our ramp. Tyler Walsh was also outside. As I turned the corner by the 'BBC' taxiway sign off of taxiway Bravo, I noticed the disabled aircraft off the runway near taxiway Charlie.

At this time, I yelled to Tyler that there indeed was an airplane crash, and we sprinted inside to retrieve a handheld radio, and then to our pickup truck, referred to as "FlightLevel White Pickup" while communicating with the ground controller.

Once in the truck, I called Beverly Ground and told the controller, Mary, that we were available to help if needed. She instructed us to proceed to the wreckage via taxiways Bravo, and Charlie, and noted that she had not seen any movement of occupants.

We were the first two people on scene, and upon our arrival to the wreckage, the engine was still running, with the rear blade spinning at what we perceived to be takeoff power. The top rotor blade had separated from the airplane and nothing was noted as moving and/or spinning on top of the aircraft. At first glance, we noticed that the left window appeared to have been smashed out, with no occupants inside the plane. Upon not seeing any persons around the aircraft, I took a closer look and noticed the sole occupant slumped over in the right seat. At this time, I backed away from the running aircraft, and told the ground controller via handheld that there was one occupant in the aircraft, not responsive, and to alert emergency services. She replied and said that services had already been alerted. I then asked if she knew any gyrocopter pilots that could assist us in shutting down the engine, but she did not. Feeling uncomfortable to approach the running aircraft, I called a fellow off-duty coworker, Emily Nestor, at 11:46 AM to ask her to send me the phone number of another fellow off-duty coworker, who has gyrocopter

experience, Richard Chase. I attempted to call him to get his advice on shutting it down, but he did not answer.

It was at this time that Fire and Police rescue showed up on the field from the entrance on the East Side of the airport. I met the first fire truck upon their arrival at the wreckage and told them there was one occupant, unresponsive in the aircraft, engine running, and not sure how to get it shut off. At this time, I was alerted by Beverly Ground to go back to the West Side entrance to escort more emergency crews. As I was driving away, I told Tyler and a firefighter to look for a red mixture lever somewhere inside the cockpit. When I returned from giving the escort, the engine had been shut down. A firefighter told us that he was able to shut it down by turning off the magnetos, and that is when they began to remove the occupant from the aircraft.

Tyler and I stood back and observed the rescue crews perform their work. During this time, I looked around and noticed a red string with a silver carabiner attached to it approximately 100 feet in front and to the left of the wreckage. I remember being curious about why this part, presumably of the blade cover, had been severed from the rest of the cover, and was flung ahead of the airplane.

Once the occupant had been brought into the ambulance, the ambulance sat on the runway for approximately 10-15 minutes, and then left for the hospital. Myself, Tyler, and two other airport workers, Dave Meuse and Tom Sherwood stayed with the wreckage for a while until a plan was in place for the recovery of the wreckage. I gave my phone number to Dave Meuse, and told him if I could be of any assistance throughout the investigation or cleanup to let me know. Tyler did the same.

A few hours later at 1:54PM, Detective Louis J. Williams #4062 from the Massachusetts State Police called me and asked if I had a few moments to speak with him and his partner. At approximately 2:00PM, we sat down in the conference room of the FBO, and he asked both myself and Tyler about the accident and what we saw and heard.

At approximately 4:00PM, Craig Jolliffe from the Boston FSDO showed up and I spoke with him for approximately ten minutes in the FBO, again recounting what we saw and heard. I gave him my contact info.

The following day, Monday, December 5, 2022 at 9:20AM, I arrived on the East Side of the airport and briefly met with NTSB investigator, Aaron McCarter. We spoke for a few minutes about what I saw and heard. I also gave him my contact information.

As of the time of me writing this, 12PM on Monday, December 5, 2022, I have nothing more to add or to recall about the incident involving N401GR. I welcome any and all Law Enforcement Agencies to please reach out to me directly if I can be of any assistance whatsoever. I would also like to commend the Beverly and Danvers emergency response teams for their rapid response time, and willingness to approach a running aircraft to shut it down.