

From: [REDACTED]
To: [REDACTED]
Subject: Fw: N9420PB Accident - Alternate Aircraft Narrative
Date: Wednesday, September 6, 2023 1:56:06 PM

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Hi Brian,

Below is a written statement from one of the pilots in the pattern when N420PB. I will have one more for you tomorrow. The last one will be the aircraft that crossed over the runway to enter downwind right before the accident.

Thanks,
Judie

Judith L. Stillwagon
Aviation Safety Inspector
Federal Aviation Administration
Flight Standards District Office
AFG-700 EA17

[REDACTED]
[REDACTED]

Philadelphia, PA 19113

[REDACTED]
[REDACTED]

Flight Standards Service (FS) Stakeholder Feedback for FSDOs

In our continuing effort to improve the quality of service to our stakeholders, Flight Standards Service (FS) would appreciate any comments you may have on our services and how to improve them. Your participation in meeting our goals for continuous improvement is greatly appreciated.

Stakeholder Feedback link:

[Flight Standards Service \(FS\) – Stakeholder Feedback for FSDOs \(faa.gov\)](https://www.faa.gov/stakeholder-feedback)

From: Glenn Radler [REDACTED]
Sent: Wednesday, September 6, 2023 12:33 PM
To: Stillwagon, Judith L (FAA) [REDACTED] >
Subject: Re: N9420PB Accident - Alternate Aircraft Narrative

Date: 9/2/2023
Aircraft: N511VM BE55
Narrative:

VFR Flight from KART to KMJX originating @ 8:15p (approx) EST Saturday. My family of four was onboard (including myself). I Turned to the CTAF of 122.7 after getting the weather @ KMJX about 20 miles out (approx 9:40p EST) and heard a Cirrus make a radio call as they were approaching the airport for night pattern work. I interacted with the aircraft to advise them of our position and our intentions to land. The Cirrus landed and taxied back prior to our arrival and advised they were holding short of 24 pending our landing. I informed the pilot that he had plenty of room to depart prior to our arrival (had the airport and aircraft in sight at the time - approx 9:43p). When we were on short final for 24 and the Cirrus was midfield downwind, the pilot cycled the runway lights on us (going dark briefly). I politely mentioned that it wasn't okay to cycle the lights while we were on short final to which he apologized. Our landing was uneventful...at the time, visibility was greater than 10 winds 220@5? (Crystal clear night winds almost down the runway). As we were clearing the runway, an Arrow (also doing pattern work) was holding short at 24 and muttered something over the radio while the Cirrus was on short final. When the Cirrus asked him to please repeat, he (clearer this time) asked if his lights were a problem for the Cirrus on short final. "No Problem" the Cirrus replied. That was the last transmission we heard as we shut down. Minutes after we unloaded the Baron and left the airport we learned the aircraft crashed on departure. Having landed and being on airport property just prior to the time of the accident, I can unequivocally say that weather was not a factor as visibility was excellent and winds were almost aligned with the runway in use.

Respectfully,

GLENN RADLER



		
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From: [REDACTED]
To: [REDACTED]
Subject: Fw: N420PB Accident - Flight Instructor Statement
Date: Wednesday, September 6, 2023 3:45:02 PM

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Hi Brian,

Below is the aircraft N297ME that was entering the pattern while N420PB was departing.
Hope this helps.

Judie

Judith L. Stillwagon
Aviation Safety Inspector
Federal Aviation Administration
Flight Standards District Office
AFG-700 EA17

[REDACTED]
[REDACTED]

Philadelphia, PA 19113

[REDACTED]
[REDACTED]

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Stakeholder Feedback link:

[Flight Standards Service \(FS\) – Stakeholder Feedback for FSDOs \(faa.gov\)](#)

From: James Komsa [REDACTED]
Sent: Wednesday, September 6, 2023 3:39 PM
To: Stillwagon, Judith L (FAA) [REDACTED]
Subject: Statement

Ms. Stillwagon,

As per your request, the following is my recollection of the events that occurred on Saturday, September 2, 2023, at approximately 10:15pm. On that date, I was on a night training flight with my student, Kaitlyn DiMichele. While returning back from KABE on a cross country flight, we were about ½ mile West of KMXJ

when we heard a Cirrus ask on the CTAF (122.7) if there was anyone else in the pattern as he was going to depart on runway 24. At that time, my student announced our position and reported that we would be overflying the field and entering the 45 for downwind to runway 24. The Cirrus then responded by saying "roger, taking runway 24." It should be noted that the Cirrus announced itself by using the callsign "Cirrus" and not a tail number. As we were overflying the field, we attempted to locate the Cirrus departing on runway 24 with no success. I then checked my IPAD (Foreflight) to see if I could locate the Cirrus on my screen with no success. I then announced on the CTAF that we were entering the downwind for runway 24 and I did not hear any other radio calls from the Cirrus. As we were turning left onto our base leg to runway 24, I looked over my left shoulder and I could see a circular brush fire in the wooded area approximately 1/4 mile off of the departure end of runway 24. The brush fire appeared to be fully involved as if it had been burning for a while. I would estimate the size of the brush fire to be approximately 5 acres but it was difficult to make a determination as the size of the fire from my position. I alerted my student to the fire at which time she looked to her left and observed it as well. We then landed at KMXJ and secured the plane for the evening.

It should be noted that at the time of my observation of the brush fire, I had no indication that the Cirrus had crashed. I assumed the Cirrus exited the traffic pattern without making a radio call on the CTAF. The area surrounding KMJX is heavily wooded and it is not uncommon to see a brush fire while flying in the area. At the time, I assumed it was just another brush fire.

Respectfully submitted,

James Komsa

From: [REDACTED]
To: [REDACTED]
Subject: Fw: Brooks Maxedon - Incident Comments
Date: Wednesday, September 6, 2023 1:42:54 PM

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Hi Brian,

Below is a written statement from one of the pilots that was in the pattern around the same time. This is one of two I am sending.

Thanks,

Judie

Judith L. Stillwagon
Aviation Safety Inspector
Federal Aviation Administration
Flight Standards District Office
AFG-700 EA17

[REDACTED]

[REDACTED]

Philadelphia, PA 19113

[REDACTED]

[REDACTED]

Flight Standards Service (FS) Stakeholder Feedback for FSDOs

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From: Brooks Maxedon [REDACTED]
Sent: Wednesday, September 6, 2023 11:57 AM
To: Stillwagon, Judith L (FAA) [REDACTED]
Subject: Brooks Maxedon - Incident Comments

Good morning Judy,

As discussed, I'm a Private Pilot, soon to be working on my Instrument rating, with about 112 hrs of total flight time.

On Saturday evening, 9/2/23, I flew from my home airport (N14) to Ocean County (KMJX) to

grab some dinner and to regain currency for night flying. After dinner, around 9:30pm local, I took off from Ocean County's RW24 and began a couple laps in the pattern. At that time there were a couple other aircraft in the area. One of them was a Baron twin coming in for landing on RW24 and the other, a Cirrus of some type (N420PB) - not sure where it was when I started my roll to the taxiway. I observed the following from that point forward:

- While the Baron was on final, the Cirrus pilot manipulated the RW lights causing some slight disorientation for the aircraft on final; Baron pilot remarked, "Hey thanks for the lights there, but that kind of sucks on short and final". Cirrus pilot apologized.
- Winds were roughly 10kts from the West with some significant gusts (I don't recall exact direction but RW24 was most appropriate)
- RW24 was particularly "dark" off of the take off end due to vegetation/trees below resulting in very little ground references at night - instrument monitoring was essential on climb out
- Bumpy/choppy conditions on climb out requiring regular attitude corrections
- Cirrus pilot was very friendly and cooperative, we worked to give each other space while sharing the pattern; he was performing full stop landings also
- Cirrus pilot used the phrase "back taxi" incorrectly a couple times; I verified (over radio) that he was on taxiway A and not on RW24
- Cirrus pilot had calm demeanor, seemed to be in good spirits

After a couple landings at KMJX I wished him well and departed straight out from 24 and began a climb to 3,000 ft. I changed frequencies to McGuire Approach and had a smooth flight back to the Flying W (N14). I learned of the incident the next morning when a work friend called to make sure I was ok. I then read about the crash from numerous news sources and realized it was the Cirrus pilot I'd been sharing the pattern with and that the crash happened mere moments after I left and changed frequencies.

I appreciate the correspondence, feel free to reach out any time.

Sincerely,

Brooks Maxedon