

Ralph E. Hicks
Senior Air Safety Investigator
AS-ERA

Date: 5/3/2024

Subject: ERA24FA206, Interview with witness Paul Eubanks

On 5/3/2024, this investigator spoke with Mr. Paul Eubanks, regarding the accident involving N629BE, a Raytheon Aircraft Co. A36. The accident occurred on 5/2/2024. Mr. Eubanks came to the accident site for the interview.

Mr. Eubanks provided a written statement through the NTSB ROC. We reviewed his statement and the following additional information was provided:

Mr. Eubanks lives about 1 block north of the accident site.

He could not tell if the landing gear were up or down. He did not see any smoke or flames coming from the airplane when it was airborne. The engine was very loud and it was not sputtering.

Below is an excerpt from the email report Mr. Eubanks submitted to the NTSB ROC:

I was witness to the grounding of N629BE on Thursday May 2nd 2024 outside of DNL/KDNL shortly after 0700EST. My house is located at [REDACTED], Augusta, GA 30909 and faces south towards the direction of the crash. This is the account I've sent to others shortly after the crash occurred:

We hear propeller planes overhead all the time, but this morning when I was in the bathroom I heard one that was MUCH louder than normal, so I quickly hopped over to the window to see what I could see, and right as I peeped through the blinds I saw what looked like a red and white plane flying very low overhead in a south west direction. The loud engine noise I'm sure was due to the closer proximity of the aircraft to our house than is typical. The craft quickly disappeared from my vantage

point behind our neighbor across the street's house ([REDACTED]). Our power/lights flickered and I heard two loud explosion noises in succession. The 2nd noise was louder than the first. I knew it had to be a crash, and then about 5 seconds later, I saw a steady stream of black smoke coming up from behind their house. From my vantage point the plane seemed like it flew over the top of our next door neighbor's house ([REDACTED]), but it could have been further east.

Visibility seemed to be clear that day, no fog or precipitation, and there was clear daylight outside.

Unfortunately none of my cameras point in the direction of the accident.

I'm happy to answer any other questions if needed.

-Paul Eubanks

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Date: 5/3/2024

Subject: ERA24FA206, Interview with witness John Mulherin

On 5/3/2024, this investigator spoke with Mr. John Mulherin regarding the accident involving N629BE, a Raytheon Aircraft Co. A36. The accident occurred on 5/2/2024.

Mr. Mulherin provided a written statement through the NTSB ROC. We reviewed his statement and the following additional information was provided:

Mr. Mulherin lives about 1 block south of the accident site. He was watching the airplane and stated that it was "too low." It was clearly banking to the left before the crash.

He could not tell if the landing gear were up or down. He did not see any smoke coming from the airplane when it was airborne.

Below is an excerpt from the email report Mr. Mulherin submitted to the NTSB ROC:

I was an eyewitness to the plane crash which happened in Augusta, Ga on 5/2/24.

I live one block due South of the crash on the corner of [REDACTED]. I was on my front porch stretching before exercise. I remember looking at the clock on our stove when I was walking out the door and it read 7:08am.

I was facing South stretching my calves when I heard the plane come overhead to my East from Daniel Field. The plane was travelling in what I presume to be a Northeasterly direction although I did not see it then. I commented to myself that it sounded like Judge Bowen's plane (He used to fly a stunt plane with an obnoxiously loud engine). The engine was loud and sounded like it was running rich and certainly struggling. (Note: We hear planes daily based on our location)

The plane engine was getting louder and obviously closer so I turned around (Facing North) thinking that I would see Judge Bowen coming over the top of the house. I saw the plane flying in what I guess was generally a Southwesterly direction and commented to myself that he was too low. The engine was extremely loud and I could hear the pilot give it more throttle. Almost immediately thereafter I heard a loud pop (like a backfire) and then the crash and explosion. I sprinted to the accident and went to the pilot side of the plane but was unable to render assistance as the cockpit was fully engulfed.

Thank you,

John

John G. Mulherin | Vice-President, Government Relations

Hull Property Group

[REDACTED]

[REDACTED]

[REDACTED]

Ralph E. Hicks
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Date: 5/4/2024

Subject: ERA24FA206, Interview with witness John Sheehan

On 5/4/2024, this investigator spoke with Mr. John Sheehan via telephone regarding the accident involving N629BE, a Raytheon Aircraft Co. A36. The accident occurred on 5/2/2024.

Mr. Mulherin was at his sister's home at [REDACTED] at the time of the accident. The airplane came by, "very low." The airplane was very low, and the engine was "revving very high" before the crash. It was like a military airplane doing a "dive bomb." The airplane appeared to be banking to the left. He knew it was going to crash because it was just too low. A couple of seconds later he heard it hit the trees (the trees snapped) and then it hit the ground with a loud "boom." He ran to the site and saw that the airplane had crashed.

He could not tell if the landing gear were up or down. He did not see any smoke coming from the airplane when it was airborne.