

From: [eyewitnessreport](#)
To: [REDACTED]
Subject: **WITNESS CODE C**Fwd: Youngstown-Warren Regional Airport Aircraft Mishap -- CWO @ YNG
Date: Saturday, July 20, 2024 11:25:41 PM

Hello Ralph ,

FYI
Roly
Rolando Garcia
Assistant Advisor- Special Operations
National Transportation Safety Board

From: Kenneth Anderson [REDACTED] >
Sent: Friday, July 19, 2024 9:59 PM
To: eyewitnessreport <eyewitnessreport@ntsb.gov>
Subject: Youngstown-Warren Regional Airport Aircraft Mishap -- CWO @ YNG

[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.

Hello NTSB,

I am Kenneth Anderson, the FAA Contracted Surface Aviation Weather Observer working at the time of the Aircraft mishap that occurred here. I am writing this email to you in an effort to give you my perspective of the mishap, as well as speculation on what may have occurred.

It is worth noting that our office, which is located in the terminal, is on the opposite end of the runway from the crash site. Not only was the crash far to our northwest, the sun was just barely to the north of it from my perspective which made it difficult to see anything as it happened. Not only that, but the idling vehicles outside of the terminal made it impossible to hear any sort of boom. Additionally, the curvature of the runway hid the vehicles on the ground from the view of our window in the office. Therefore, I was unaware of the incident until our Senior Weather Observer reached out to me.

I was alerted of this incident at 8:15PM and, without knowing when it had occurred, rushed upstairs and onto the roof of the terminal to verify that the crash had occurred. I did not see any smoke plume or haze, and the weather conditions were pretty much perfect. That last sentence also applies to when I went up on the roof for my hourly METAR observation, around 7:45PM. I did, however, notice the numerous emergency response vehicles right outside the far end of the runway. They were not and continue to not be visible from the terminal window.

I am a fairly new Weather Observer, and therefore wanted to confirm my next course of action by my supervisor, who agreed that I should get an Aircraft Mishap SPECI report out, and archive the past 2 hours of reports. Our current contractor has not provided us with a manual yet although they have had the contract for over a year, so I had to go off the 7900.5 and my supervisor's suggestions. I did just that, and that's the extent of what my direct involvement in this scenario goes. I can tell my personal opinion, which is that the crash is highly unlikely to have occurred due to any meteorological conditions as there were no known problematic meteorological circumstances present leading up to the emergency landing.

From my perspective and from what I know about the crash, it likely occurred at somewhat high speeds, leading me to believe that a plane was going in for a landing at the airport. Since the crash seems to have been off the side of the runway, it's possible that at the very least, some onboard component used to control yaw may have lost functionality. That is my personal opinion, having very limited understanding of avionic systems.

I did record a video right after I followed all the procedures that I had to just to document everything I knew as I knew about it. Please keep in mind the numerous circumstances that combined lead to only a basic understand of what occurred and when it occurred. Please get in contact with me via phone(in footer) or via email if you have any questions. I would be happy to help you in any way that I can and, as the Weather Observer working while it happened, you may want to contact me anyways. Until then, good luck with the investigation and I'll keep an eye out for an incoming call or email.

Best Regards,
Kenneth Anderson

[REDACTED]

email: [REDACTED]
phone: [REDACTED]

From: [eyewitnessreport](#)
To: [REDACTED]
Subject: ***WITNESS CODE C*** FW: Vienna Ohio July 19th 2024
Date: Monday, July 22, 2024 10:38:26 AM
Attachments: [image001.png](#)

Forwarding witness email on ERA24FA308.



Jake Marshall, MPS, CEM, FF/NRP

Program Manager | Continuity of Operations
Special Operations Division
National Transportation Safety Board
490 L'Enfant Plaza, SW
Washington, DC 20594

[REDACTED]
NTSB 24-hr Response Operations Center (202) 314-6290
www.nts.gov

From: Steve [REDACTED]
Sent: Monday, July 22, 2024 01:37
To: eyewitnessreport <eyewitnessreport@nts.gov>
Subject: Vienna Ohio July 19th 2024

[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.

Good evening,

I am emailing in regards to the recent plane crash on Friday, July 19th in Vienna, Ohio.

I work directly across from the airport in Vienna and around 7PM Friday evening, I witnessed a twin engine aircraft flying relatively low above the airfield. It initially caught my attention due to the loud, high RPM of the engines. I thought it was odd that a twin engine aircraft was flying so low above the airfield with what sounded like full engine power. I witnessed the aircraft do a series of left turns above the field. It seemed to have been circling while ascending and then descending but I can't be sure of how high or low it was gaining or losing altitude due to my relative perspective. After maybe a couple of minutes of circling, it then flew towards the west. I then lost sight of it and then assumed that maybe the pilot was doing training or maneuvers of some sort. Unfortunately, I didn't stick around too much longer after losing sight. Later that evening when I had arrived

home from work, I learned that a twin engine aircraft had crashed in Vienna and it made my heart sink. I instantly knew it was the aircraft that I had been observing earlier.

I'm not sure how helpful my witness statement will be, however, I just wanted to submit my statement in case it may be of any help. I am a student pilot in training and as I had mentioned, thought that it was odd that an aircraft was making such maneuvers over the airfield at such a low altitude. If my memory is correct, it was approximately a few hundred feet AGL. I've never flown a twin engine aircraft but after learning it had engine problems, I believe that maybe it was making the large, counterclockwise circles due to possibly losing an engine, causing the aircraft to yaw/roll to one side. I was unable to visually tell if the aircraft was using rudder or if an engine was inoperable or if one of the props was feathered. Flaps appeared to be in the upward position. However, like I stated, it did sound like one, or both, engines were at full power which is what initially caught my attention.

Feel free to reach out to me with any questions and I'd be glad to assist in any way that I can.

Thank you,

Steven Chambers

From: [eyewitnessreport](#)
To: [REDACTED]
Subject: ***WITNESS CODE B**++Fwd: Plane Crash
Date: Saturday, July 20, 2024 7:14:20 PM

FYI

Regards
Erik

Erik R Grosof
Chief Special Operations Div
NTSB HQ
Washington DC

From: Jesse Greathouse [REDACTED]
Sent: Saturday, July 20, 2024 6:14:45 PM
To: eyewitnessreport <eyewitnessreport@ntsb.gov>
Subject: Plane Crash

[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.

When I was driving home. I seen a plane fly back and forth over the road. I remember that I thought it was going to hit a tree. It was very low. Not sure if it was the same plane, but it's a coincidence that a plane crashed shortly after at the airport. It was going back and forth multiple times. It barely missed the trees. I sped up past it to make sure it didn't crash on the road.

Ralph E. Hicks
Senior Air Safety Investigator
AS-ERA

Date: 7/23/2024

Subject: ERA24LA308, Interview with Jeff Methling

On 7/23/2024, this investigator spoke with witness Jeff Methling by phone regarding the aircraft accident that occurred on 7/19/2024 with N23553.

We was in his van on King-Graves Road, near the departure end of runway 32 at the time.

He and his wife saw the airplane "coming up" from the runway area and he thought that it was "taking off."

He did not see the airplane on the runway; he only saw it in flight.

The airplane then started turning "really sharp" as if the pilot was trying to return to the airport. Then it started to "roll" and then it went "into the ground."

He could hear an engine running the entire time but could not say if one was shut down.

Interview completed.

From: [eyewitnessreport](#)
To: [REDACTED]
Subject: **WITNESS CODE D**Fwd: Vienna crash July 19, 2024
Date: Sunday, July 21, 2024 8:31:11 AM
Attachments: [Outlook-A picture .png](#)
[Outlook-Icon Desc.png](#)
[Outlook-Icon Desc.png](#)
[Outlook-Icon Desc.png](#)
[Outlook-Icon Desc.png](#)
[Outlook-A picture .png](#)
[Outlook-Icon Desc.png](#)
[Outlook-Icon Desc.png](#)
[Outlook-Icon Desc.png](#)
[Outlook-Icon Desc.png](#)

Hello Ralph,

FYI

Roly

Rolando Garcia
Assistant Advisor- Special Operations
National Transportation Safety Board

From: John Novosel [REDACTED] >
Sent: Sunday, July 21, 2024 8:16 AM
To: eyewitnessreport <eyewitnessreport@ntsb.gov>
Subject: Vienna crash July 19, 2024

[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.

Hello,

I wanted to pass on info although you may have already been contacted. There was a call made to Goshen Police in Ohio on 7/19/24 at around 1724 hours about a plane that appeared to be flying low and struggling to stay up. The incident number is 24GP02716 through Boardman Police dispatch. Not sure if its any help but wanted to pass it along.

Thank you,
John

JOHN NOVOSEL

Sergeant
Mill Creek MetroParks Police



810 Glenwood Ave, Youngstown OH 44502



[Redacted]

[Redacted].org

www.millcreekmetroparks.org

From: [eyewitnessreport](#)
To: [REDACTED]
Subject: ***WITNESS CODE C*** FW: N235553 Accident
Date: Friday, July 26, 2024 9:27:50 AM
Attachments: [image001.png](#)

REF: [ERA24FA308](#)



Jake Marshall, MPS, CEM, FF/NRP

Program Manager | Continuity of Operations
Special Operations Division
National Transportation Safety Board
490 L'Enfant Plaza, SW
Washington, DC 20594

[REDACTED]
NTSB 24-hr Response Operations Center (202) 314-6290
www.nts.gov

From: Richard Swaffer <[REDACTED]>
Sent: Friday, July 26, 2024 08:21
To: eyewitnessreport <eyewitnessreport@nts.gov>
Subject: N235553 Accident

[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.

Hello

I was very disturbed to here about Joe on his family regarding this accident

I'm not sure if I can help you but I ferried N23553 from KPBG to CYMX on 5/16

I also spoke with the A&P who was working on the aircraft prior to the ferry flight and I have a contact person in Montreal where I ferried the

aircraft to (maybe they worked on it as well)

I'm happy to help if I can. 

Thanks
Richard

From: [eyewitnessreport](#)
To: [REDACTED]
Cc: [eyewitnessreport](#)
Subject: RE: ***Witness Code A*** FW: BE60 Accident N23553, YNG Airport
Date: Thursday, July 25, 2024 11:51:37 AM

Thanks. Apologies, CAROL had Todd listed. Thanks for forwarding over to Ralph.

Jake Marshall, MPS, CEM, FF/NRP
Program Manager | Continuity of Operations
Special Operations Division
National Transportation Safety Board
490 L'Enfant Plaza, SW
Washington, DC 20594
[REDACTED]
NTSB 24-hr Response Operations Center (202) 314-6290
www.nts.gov

-----Original Message-----

From: Todd Gunther [REDACTED]
Sent: Thursday, July 25, 2024 11:50
To: Ralph Hicks [REDACTED]
Cc: eyewitnessreport <eyewitnessreport@nts.gov>
Subject: RE: ***Witness Code A*** FW: BE60 Accident N23553, YNG Airport

Hi Ralph,

I believe this one is for you.

All my best,

Todd

Todd Gunther
Senior Air Safety Investigator
National Transportation Safety Board
490 L'Enfant Plaza SW
Washington, DC 20594
[REDACTED]
[REDACTED]

-----Original Message-----

From: eyewitnessreport <eyewitnessreport@ntsb.gov>

Sent: Thursday, July 25, 2024 11:49 AM

To: Todd Gunther [REDACTED]

Subject: ***Witness Code A*** FW: BE60 Accident N23553, YNG Airport

Importance: High

This is from a Customs Air Interdiction Agent wishing to discuss pilot and plane of ERA24FA309 in Youngstown, NY.

Jake Marshall, MPS, CEM, FF/NRP

Program Manager | Continuity of Operations Special Operations Division National Transportation Safety Board

490 L'Enfant Plaza, SW

Washington, DC 20594

[REDACTED] NTSB 24-hr Response Operations Center (202) 314-6290

www.nts.gov

-----Original Message-----

From: TEDESCO, DUANE [REDACTED] >

Sent: Thursday, July 25, 2024 11:08

To: eyewitnessreport <eyewitnessreport@ntsb.gov>

Subject: BE60 Accident N23553, YNG Airport

[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.

Hello.

I wanted to reach out regarding the accident last week in Youngstown, OH. I'm familiar with this airplane and the pilot. I believe it would be worthy of a conversation. Is there a specific point of contact for this investigation? Thank you.

Duane Tedesco

Supervisory Air Interdiction Agent

CBP, Air & Marine Operations

Manassas Air Branch, Plattsburgh

[REDACTED]

Ralph E. Hicks
Senior Air Safety Investigator
AS-ERA

Date: 7/30/2024

Subject: ERA24LA308, Interview with Duane Tedesco

On 7/23/2024, this investigator spoke by phone with Mr. Duane Tedesco (U.S. Customs and Border Protection) regarding the aircraft accident that occurred on 7/19/2024 with N23553.

The following is a summary of the conversation:

- He knew Jawdat (Joe) Khawam on a personal level, not through CBP. Joe owned a Navajo previously and Mr. Tedesco helped him with it and flew it for him occasionally (to Montreal). Mr. Khawam could not fly a U.S. registered aircraft in Canada.
- Mr. Tedesco refused to fly the Duke after Joe asked him to. He had concerns about the airplane's airworthiness.
- He said the Joe had a hard landing with it at Plattsburg previously (possibly fall, 2023) that shut down the airport. There were issues with the right main gear after that landing. He ripped the tire off during the landing and you could look at the gear and see that it did not sit straight anymore. Then the airplane sat outside for months without moving (his hangar is across from where the Duke was parked). During the winter the airplane was covered in snow. There was a lot of water in the fuel tanks.
- There were also hydraulic issues (no fluid in reservoir), a bottomed-out gear strut, dry rot on the tires, etc. Also, Joe reported problems with the left engine (backfiring). When Mr. Tedesco did a runup for Joe in May, 2024, 1/2 the avionics shut down after startup and pressurization issues (black particles came out the vents when operating the system).

- Joe seemed in a rush to get the airplane flying again, and Mr. Tedesco was warning him to get the items taken care of before he flew it.

Mr. Tedesco stated that he would provide a detailed, written statement summarizing the issues we discussed, and would provide photos.

Interview concluded.

From: [eyewitnessreport](#)
To: [REDACTED]
Subject: **WITNESS CODE B**Fwd: Plane crash Vienna Ohio
Date: Saturday, July 20, 2024 7:13:10 PM

FYI Ralph

Regards
Erik

Erik R Grosof
Chief Special Operations Div
NTSB HQ
Washington DC

From: Janice Thomas [REDACTED]
Sent: Saturday, July 20, 2024 4:25:12 PM
To: eyewitnessreport <eyewitnessreport@ntsb.gov>
Subject: Plane crash Vienna Ohio

[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.

My name is Janice L. Thomas. I heard the plane in question as it was going over my home located in Fowler Township at address [REDACTED]. I am located due east of the crash site.

What I heard was a very high pitched sound and I thought well that new pilot is really trying to be on a first name basis with my trees.

At the same time one of my PVC gutters fell on the front of my house. I did not think anything of it till later that evening when I heard on the news about the crash.

So sorry for the loss of life and their families.

Sincerely

Janice L. Thomas

[REDACTED]

Vienna Ohio 44473

[REDACTED]

From: [eyewitnessreport](#)
To: [REDACTED]
Subject: **WITNESS CODE B**Fwd: Plan crash in Vienna, Ohio
Date: Sunday, July 21, 2024 2:07:33 PM

Ralph,

One more.

Roly

Rolando Garcia
Assistant Advisor- Special Operations
National Transportation Safety Board

From: Matthew Wilcox <[REDACTED]>
Sent: Sunday, July 21, 2024 11:33:04 AM
To: eyewitnessreport <eyewitnessreport@ntsb.gov>
Cc: matthew.wilcox.4@us.af.mil [REDACTED]
Subject: Plan crash in Vienna, Ohio

[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.

Rank/Name: MSgt Matthew Wilcox
Phone: [REDACTED]

On 19 July 2024 at 1848 ECC/TSgt Roach dispatched patrols to a civilian in-flight emergency, Beechcraft 60 Duke Aircraft with one engine was out. I was posted at taxi gap delta with the Fire Chief. The aircraft circled the runway a couple of times, then started to approach for landing. It appeared the aircraft ran out of runway and the pilot starting going up in a fast motion, when the pilot did that the aircraft started to flip, then it crashed at 1904. I saw the crash and called it out to ECC, it at first appeared it crashed on base on the northside of the runway. But after further evaluation the aircraft crashed off base near the intersection of King Graves road and Ridge road. Myself and E-2/SSgt Watts immediately left the installation to conduct traffic control, ECC/Sgt Roach started to make notifications. Once I arrived on scene at 1906 I took command and control and dispersed the first few local law enforcement officers on scene to assist on the traffic control to set up the cordon of the area. Once Ohio State Police (OSP) arrived on scene I briefed them on where I had everyone posted for the cordon and traffic control points. After that one of the OSP's wanted me to fill out one of there statements for there reporting since I was one of the first on scene.

Ralph E. Hicks
Senior Air Safety Investigator
AS-ERA

Date: 7/23/2024

Subject: ERA24LA308, Interview with Air Force MSgt Matthew Wilcox

On 7/23/2024, this investigator spoke with Air Force Master Sergeant Matthew Wilcox with the Youngstown, Ohio Air Reserve Station regarding the aircraft accident that occurred on 7/19/2024 with N23553.

We was on taxiway D with the fire chief, responding to the in-flight emergency with the Beech Duke.

He observed the airplane in flight, circling above the approach end of runway 32. The airplane made a couple of left 360° turns, and the left engine was out. He further added that the left engine propeller was not windmilling; it was stationary, not turning at all.

After the pilot finished the second circle, he was higher than normal over the approach end of the runway, then he proceeded with the approach down runway 32. The airplane dropped down low; however, it did not touch down. It appeared that the pilot just ran out of room to land. He then observed it pitch up rapidly to the left and "flip." It dropped below his field of view and crashed. He immediately proceeded to the accident site to assist.