

LOCAL REPORT NUMBER

REPORTING AGENCY

DATE OF CRASH

24 004014 0404

OSHP

M 7 D 21 Y 24

FOR LOCAL USE ONLY - DO NOT SUBMIT TO THE STATE EXCEPT FOR FATAL CRASHES

I, ~~Jason P. Hadsell~~ TPR G. WHEATLEY HEREBY MAKE THIS VOLUNTARY STATEMENT TO
PRINTED OFFICER'S NAME

AT

SCENE

LOCATION

Q. WHAT HAPPENED?

As July, 2024, 20 @ approximately 17:48 hrs

I was in my driveway leaving with my children when we heard the replica P51 take off. We saw the plane do a loop off the south end of the runway. We got in my truck and began heading north on mini ranch trail. I heard what sounded like a back-fire and even commented to my kids, "that was a loud back-fire." We were just beyond halfway to mini ranch trail when my daughter said, "dad there is a plane coming at us." I saw the plane heading south, very low, right at us. I sped up and to the west side of the road to avoid the plane. I saw the port side landing gear coming down as the plane passed over. I saw the planes left wing clip a tree and then heard and saw in my rear view, hit the ground. I immediately "backed" south down mini ranch trail about fifty yards north of the scene. I had my daughter call 911 and told them to stay in the truck. I went to the plane and found the pilot wedged under the seat with his left arm badly scraped sticking out. I firmly tapped and shouted with no response or breathing sounds. I checked for a pulse and found none. I ran back to my daughter and spoke with the dispatcher advised what I found and hung up. (cont.)

X [REDACTED], Geneva, OH. 44041

SIGNATURE OF WITNESS

OFFICER'S SIGNATURE

X DID NOT SIGN

X TPR [REDACTED]

LOCAL REPORT NUMBER 24 004314 0404	REPORTING AGENCY CSHP	DATE OF CRASH M 7 D 21 Y 24
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FOR LOCAL USE ONLY - DO NOT SUBMIT TO THE STATE EXCEPT FOR FATAL CRASHES

I, <u>Jason P. Hadsell</u> PRINTED	HEREBY MAKE THIS VOLUNTARY STATEMENT TO
<u>JPR G. WHEATZ</u> OFFICER'S NAME	AT <u>SCENE</u> LOCATION
I went back to reassess the scene to attempt to do more. A small red car stop and several men came out to help. I identified myself and they told me they were from the airport. One man, later identified as "BO" called to "John". I told him I couldn't find a pulse, but with help we may be able to lift the plane and pull him out. We attempted and realized he was still buckled in. I cut the left shoulder strap and we tried again. Then I realized his lap belt was still intact and fuel was leaking. We backed away and I had a neighbor get a fire extinguisher. Within minutes EMS and Fire arrived. I let them know what I had attempted and waited for further instructions.	
<i>[Handwritten signature of Jason P. Hadsell]</i>	
<i>[Handwritten signature of JPR G. Wheatz]</i>	
<i>[Handwritten address: Geneva, OH, 44041]</i>	
SIGNATURE OF WITNESS X <i>[Redacted]</i>	OFFICER'S SIGNATURE X <i>[Redacted]</i>

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OHIO DEPARTMENT OF PUBLIC SAFETY
OHIO STATE HIGHWAY PATROL

STATEMENT

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REPORT # <u>24 004014 0404</u>	STATEMENT DATE/TIME (MM/DD/YY HH:MM) <u>7 12/24 1937</u>	OTHER REFERENCE #
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I, Bo S. Dalbotten, hereby make this voluntary statement to
SGT BA. CANNON at 1937 hrs 21 JUL 24

on 21 JUL 24. John Williams had a demo flight scheduled today. He was initially fixing a pitot-static system line that he stated was inoperable. Once the pitot-static system was fixed he did 3-4 high speed runs going no gaining a height of only approx. 10 ft on each loop. John came back in and stated the fuel filter was clogged. He removed the filter and he showed me it was clogged. He fixed the filter and stated once the panels were back on that he would take-off do a couple of laps and then come back and I would go. Fuel was topped off, oil was checked, it was low, and he topped oil off as well. I observed him conducting a pre-flight. During the demo flight engine RPM sounded good. He conducted two aileron rolls @ altitude. He also conducted 2 half loops rolling wings level @ the top of the loop. He flew down over the east-west runway highway to the south and came back north in line with the runway. It appeared he was getting set up for a low approach. RPM still sound good once he

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INFORMANT'S SIGNATURE <u>X</u>		STREET ADDRESS [REDACTED]	
PRINT NAME <u>BO DALBOTTEN</u>		CITY <u>DAYTON</u>	STATE <u>OH</u>
WITNESS SIGNATURE <u>X</u>		ZIP CODE <u>45424</u>	
REPORTING OFFICER SIGNATURE <u>X</u> [REDACTED]		UNIT <u>0350</u>	DATE <u>7/21/24</u>

(OSP-203.07)



OHIO DEPARTMENT OF PUBLIC SAFETY
OHIO STATE HIGHWAY PATROL

STATEMENT

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REPORT # <u>24 004014 0404</u>	STATEMENT DATE/TIME (MM/DD/YY HH:MM) <u>7 12/124 1937</u>	OTHER REFERENCE #
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I, BO DALBOTTEN, hereby make this voluntary statement to
SGT CANNON at SCENE

on nose over approx. 5-10 degrees. @ approx. 500-600 ft
above the tree line he pulled up. The A/C continued
climbing w/ no issues till right above the northern end of
the runway. Engine went into what sounded like high RPM.
Debris was observed falling from the A/C. A/C immediately
moved to a cross wind for the runway. I observed the A/C
descend and also observed damage to the nose. Just as A/C
disappeared below the tree line it was still somewhat
stabilized descent. I then called 911 and moved to a hangar to
find the crash site. I met one person already at the
scene. He stated he was EMS and did not have a poly-
monitor or carotid. I checked and also could not find a
pulse. We attempted to extricate and cut the left shoulder
harness. We still couldn't get him out. There was a large
amount of fuel dripping into the cockpit. A/C was
upside down. Audio recorder was taken by Sgt. Cannon (OSP)

Photo / Video Text to #

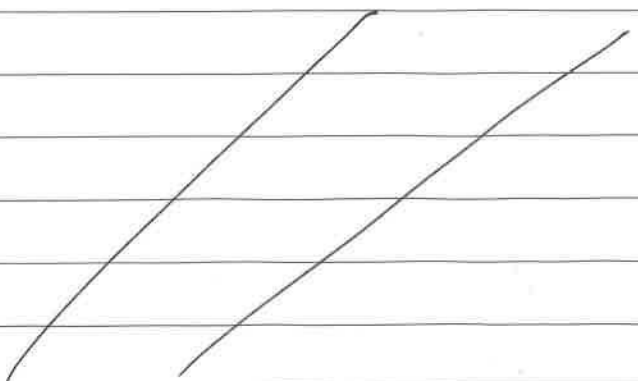
Nothing Follows page 2 of 2

INFORMANT'S SIGNATURE X <u>[Signature]</u>	<u>[Redacted]</u>		
PRINT NAME <u>BO DALBOTTEN</u>	CITY <u>DAYTON</u>	STATE <u>OH</u>	ZIP CODE <u>45424</u>
WITNESS SIGNATURE X <u>[Signature]</u>			
REPORTING OFFICER SIGNATURE X <u>Sgt [Signature]</u>	UNIT <u>350</u>	DATE <u>7/21/24</u>	

(OSP-203.07)

LOCAL REPORT NUMBER 24 004014 0404	REPORTING AGENCY OSHP	DATE OF CRASH M 7 D 21 Y 24
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I, <u>DANIEL DUBAK</u> PRINTED	HEREBY MAKE THIS VOLUNTARY STATEMENT TO
TPR G. WHEATLEY OFFICER'S NAME	AT <u>SCENE</u> LOCATION
Q: WHAT HAPPENED?	
A:	
- DRIVING EAST ON CLAY ST. 1/4 MI. FROM RUNWAY END - SAW PLANE COME APPROX - PROP & COLLIDE - REFLECTOR SOUND THEN HIGH WIND LIKE SHARP BANG - COLLIDING PARTS FALLING ON ME IN CAR - PILOT TURNED BRANCHED LEFT AT LEAST 45° LOWER NOSE TO GROUND IMPACT - LOST SIGHT - KNEW HE WAS GOING DOWN - CATASTROPHIC FAILURE - TOOK PICS OF PARTS IN YARD NORTH OF AIRPORT	
Q: DID YOU SEE PARTS FALL OFF?	
A: YES THEN I FELT ONE MY CAR, WHILE HE WAS IN HIS INCLINE.	
	
ADDRESS OF WITNESS X [REDACTED]	
SIGNATURE OF WITNESS X [REDACTED]	OFFICER'S SIGNATURE X TPR [REDACTED]



OHIO DEPARTMENT OF PUBLIC SAFETY
OHIO STATE HIGHWAY PATROL

STATEMENT

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REPORT # <u>29 004014 0404</u>	STATEMENT DATE/TIME (MM/DD/YY HH:MM) <u>7/21/24 1800</u>	OTHER REFERENCE #
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I, JAHN JAMES SEESE, hereby make this voluntary statement to
SGT CANNON at _____

on live on [REDACTED] outside on my deck
Plane PSI Mustang Loupty hop's Barrel Roll's Then Plane
turned South Came back around Diving at a pretty good
rate of speed Running low and then i heard a crash

① DID YOU SEE ANY SMOKE, FIRE, OR DEBRIS
COMING FROM THE AIRCRAFT AS THE IT
WAS DESCENDING? ① NO JUST AT A HEAVY
① [REDACTED] RATE OF SPEED LIKE
A DIVE BOMB.

① DID YOU SEE IT FLYING BEFORE THAT?

① NO.

INFORMANT'S SIGNATURE <u>X</u>	[REDACTED]		
PRINT NAME	CITY <u>GENEVA</u>	STATE <u>OH</u>	ZIP CODE <u>44041</u>
WITNESS SIGNATURE <u>X DID NOT SIGN</u>			
REPORTING OFFICER SIGNATURE <u>X Sgt [REDACTED]</u>	UNIT <u>350</u>	DATE <u>7/21/24</u>	

(OSP-203.07)