

Joshua Young
Air Safety Investigator
AS-ERA

Date: 10/21/2024

Subject: ERA25FA020, Witness Interview

Contact: Ben Jones, Ramp Technician, Dixie Aviation

Mr. Jones was interviewed in person by the IIC near the accident site on October 21, 2024. The following is a summary of that conversation.

- The FAA in Jacksonville had called and said they had lost contact with the accident airplane.
- He went outside and saw the airplane approaching the airport for what appeared to be a left pattern for runway 22.
- The airplane flew over the FBO at an altitude which he thought was low for a normal pattern.
- He did not have a radio on his person and did not hear any transmissions from the accident pilot.
- He reported that the engine was "missing."
- When asked about the winds he stated the winds were favoring runway 4 and the windsock was "a full sock."
- When asked to estimate the altitude of the airplane as it entered the pattern he reported that it was about 600 – 700 ft.

- He described that he watched the airplane fly overhead before making a slow descending left turn, which became steeper towards runway 22.
- About 50 - 100 ft above the ground the left wing dropped and then the airplane nose went down to impact.
- When asked about the speed of the airplane he stated that it seemed to be going faster than normal.

Mr. Jones was thanked for his time and help with the investigation.

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Date: 10/23/2024
Subject: ERA25FA020, Witness Statement
Contact: Dirk Leeward, Local Pilot

The IIC was informed by local airport authorities that Mr. Leeward may have information about the accident as he was flying into Cross City airport around the same time the accident occurred. He was contacted by the IIC via electronic mail on October 22, 2024, and responded the same day with the statement below:

"Josh:

I was flying from Louisiana back to Florida, and while I was flying south of Tallahassee, I was monitoring "Guard" and heard multiple calls from ATC attempting to contact N510G.

When I was approximately 5 nm west of Cross City at 1,200 feet MSL at approximately 3:52 pm, I heard someone from N510G announce that he had an electrical failure and was transmitting from a handheld radio. He said that he was on downwind for runway 04 and asked for a gear check. I waited to allow someone on the ground to respond. Not hearing a response, I transmitted that if he couldn't get someone on the ground to check his gear that I would check for him, but I did not receive a response. I still had not seen the aircraft.

I had planned to overfly the airport to check the windsock. When I was about 3 miles out, I heard his call to base, I still did not see the aircraft, so I turned NW and then back to the NE attempting to spot the aircraft. A short time later, I heard an ELT start broadcasting on Guard and I then flew across the middle of the airport and upwind along runway 04 offset to the SE.

I then saw debris between the runway and taxiway near the departure end of the runway. I was unsure at the time if it was the accident aircraft. I also saw a vehicle racing down the taxiway to the accident site. I circled the runway one more time and announced that I would land short on runway 4. I landed and taxied back. As I taxied back, emergency vehicles were arriving through gates from the NW and SE ends of the airport ramp at approximately 4:00 pm. I taxied to the gas pump and then saw an airport employee directing the emergency vehicles to the accident site.

I you need any further clarification, please contact me.

Dirk Leeward"

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 1300	DATE 10/21/2024	
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION			ROUTING	
			SYMBOL	INITIALS
Yolanda Cortes [REDACTED]				
SUBJECT Accident at Cross City involving N510G on 10/20/2024				
DIGEST				
In a telephone conversation with Ms. Cortes, I asked her to explain to me, in her own words, what she heard and saw regarding the aircraft accident at Cross City Airport on 10/20/2024. She stated that she was in the FBO with Benn Jones, the Ramp Technician when he received the phone call from FAA at TLH that stated the aircraft was having problems but should be on its way there and they should keep an eye out for it. They both went outside and a few minutes later, saw the aircraft pass directly overhead the FBO building from the west. She did not recollect the altitude or any engine sounds when asked. She referred me to Mr. Jones at that point, stating that he would probably remember those details. Her and the ramp technician, Ben Jones, then witnessed the aircraft fly over the field and make a few course corrections over the runways. She said it eventually looked like it was flying straight down at the end of the runway (would have been due east of the building). At that point, she asked Benn what she should do, he told her to go out there and see what she could do to assist, and wait for EMS to arrive as he called 911 to report the accident. She stated that she arrived on scene and told the 1 person that was still moving around that help was on the way and tried to console him.				
*****END OF REPORT*****				
CONCLUSION, ACTION TAKEN, OR REQUIRED				
DATE 10/23/2024	TITLE ASI	SIGNATURE ERIC MICHAEL MURO		

Digitally signed by ERIC MICHAEL MURO
Date: 2024.10.23 15:02:30 -04'00'

Joshua Young
Air Safety Investigator
AS-ERA

Date: 10/22/2024
Subject: ERA25FA020, Witness Statement
Contact: David Riels

Mr. Riels contacted the IIC through the airport manager who called the IIC. The following is a summary of the phone conversation had between the IIC and Mr. Riels.

- He saw the accident airplane fly over his house which is near the airport.
- He described the airplane sound as follows "spitting and sputtering like it was backfiring through the exhaust."
- When asked about what altitude the airplane was he estimated about 600 ft.