

From: [Shaver Chris](#)
To: [REDACTED] [Soderlund, Henry](#)
Subject: FW: 27 July Columbia Airport Accident Witness Statement
Date: Wednesday, August 03, 2016 10:50:00 AM

From: [REDACTED] [mailto:\[REDACTED\]](#)
Sent: Tuesday, August 02, 2016 5:17 PM
To: Shaver Chris
Subject: FW: 27 July Columbia Airport Accident Witness Statement

From: Trevor Haagenson [[mailto:\[REDACTED\]](#)]
Sent: Thursday, July 28, 2016 3:08 PM
To: Coberly, Michael (FAA)
Subject: 27 July Columbia Airport Accident Witness Statement

My name is Trevor Haagenson. I am an Airtanker Pilot for DynCorp International flying Cal Fire Grumman S-2T firefighting aircraft. I was present during the Cessna 310 accident at Columbia Airport on the afternoon of 27 Jul 2016. I did not see the accident but I landed in Tanker 83 about 4 minuets prior to the takeoff of the accident aircraft then watched the aircraft taxi onto the runway and begin his takeoff roll.

4 minuets prior to the accident I landed on runway 35 and taxied clear into the loading area at the Columbia Air Attack Base. As I cleared the runway the accident aircraft was holding at the run-up area hold short line. While loading fire retardant in the pit the accident aircraft taxied in front of me and into position for a full length takeoff on runway 17. I was looking down in my cockpit as the aircraft took the runway but I looked up to see the aircraft in position on the runway with his RIGHT engine shutdown. I recall specifically that it was the right engine as I was very surprised that the aircraft crashed to the left of the runway. I watched the aircraft restart the right engine then begin his takeoff roll about 10 seconds later. Due to my parking position facing Northwest I was only able to watch the first 200' or so of the takeoff roll which appeared uneventful.

I can be reached at [REDACTED] or on my cell at [REDACTED] if you need additional information.

Respectfully,

Trevor Haagenson

Trevor Haagenson
[REDACTED]

Sequence of events 7/27/2016 Columbia airport

Approx. 4:30 pm

I witnessed a Cessna 310 pull off of the taxi way and into the run up area, the Cessna did what appeared to be a normal run up. After the run up he paused for air tanker traffic leaving the runway and entering the air attack base reloading pits for a load of retardant as we were in an active hot reloading operation for a nearby vegetation fire. After the tanker parked the Cessna 310 taxied past the pits for takeoff, during his takeoff he was to my back and I didn't observe the take off.

Shortly after his takeoff a fellow firefighter pointed to the Cessna and I observed it on a level plane drifting off of the runway to the left and looking as if he was trying to abort the takeoff and land on the taxi way, the gear was down and both engines appeared to be running. The Cessna 310 then touched down slightly leaning left and drifting hard to the left, I witnessed the left main gear touch down then the plane tilted left with the main gear still touching and the left wing impacted the ground and visibly bent. The Cessna then continued to slid to the left and go off of the taxiway into a helipad area, at this time I used my base victor radio to communicate to the air attack base tower there had been an aircraft crash on the south end of the airport, I asked the tower to call the Calfire command center and report the crash, during the transmission I witnessed the Cessna ignite into flames and spread fire into the vegetation it came to rest in, I made a second transmission to the tower that there was now fire involved.

After we reloaded the air tanker in the Columbia pits he took off and immediately dropped retardant on the vegetation involved, I also witnessed the Bald Eagle Aviation fuel truck pull out into the taxiway with the rear of the truck a few minutes after the Cessna had ignited, then fire units started to get at scene a few minutes later and suppressed the remaining fire.

Justin Hohman

Columbia Air Attack Base

[REDACTED]

Events of Wednesday July 27,2016

Approximately 1645 at Columbia Air Attack Base

While working a fire operation with our air tankers on the pads, I witnessed a Cessna 310 taxi from the south in to the run-up located by the airbase pads. The Cessna did what appeared as a normal run-up. They were in the run-up for longer than normal, due to Tanker 83 in-bound to the pads. Once Tanker 83 had parked on pad 2, the Cessna was cleared to taxi. I watched the Cessna taxi pass Tanker 83 and turn prior to the extended concrete runway. I then watched the Cessna begin it's take off. The Cessna began lifting to approximately 50ft. off the run way. With the landing gear still down, the Cessna began to drift left over the middle grass strip (between the taxi-way and run-way) at the second set of red lights. It was obvious that there was something wrong and was possibly attempting a landing on the taxi-way. At this point Tanker 83 had just finished being loaded. I looked at my partner who was marshaling and gestured to him to watch the Cessna. At that point he watched the plane crash. As soon as the plane came to rest it was apparent the whole aircraft was on fire. It appeared to both my partner and I that the plane had crashed into General Aviation parking. At this point, Tanker 83 was now exiting the pad. My partner relayed to our aircraft tower to notify our ECC (Emergency Command Center) that a plane has crashed, with fire. I walked further out on to the pads and saw that the grass was also involved. I relayed to the tower to notify the ECC that there was vegetation involved. At that point, we realized the plane had crashed further south than we had originally thought and was actually in the grass area near the helipads. Within a few minutes we watched Bald Eagle's Jet A fuel truck being driven onto the taxi-way and was also on fire. The driver had exited the vehicle and was running to the east. Tanker 83 had taken off and confirmed that the fire was now in the vegetation and notified our aircraft tower that he would be making a drop.

Within a few minutes, First Responders started to arrive on scene. We continued with our mission, supporting our aircraft with their fire suppression.

Sarah Shore
Columbia Air Attack Base

