

Andrew Swick  
Aviation Accident Investigator  
AS-WPR

**Date:** September 3, 2024

**Subject:** WPR24FA290 Memorandum of Record Witness Statement

**Contact:** [REDACTED]

The following is a message that was sent by the witness during the investigation:

[REDACTED] and I loaded our passenger, started, and began taxiing from CB Skyshare. After being marshaled around we were cautious of the hangers on our left. I looked right and saw the accident aircraft on what I believed was runway 31 in position to depart. We continued forward the remainder of the apron/ramp/tie down area and approached the parallel taxiway. I turned my head to clear the right turn coming and yelled loudly "STOP!!!" The accident aircraft was coming across the ditch filled with Cattails directly in front of the PC12 from right to left at approximately five feet of altitude and approximately ten feet in front of us. We came to a stop immediately with both of us applying brakes in the PC12. The accident aircraft was wallowing and mushing it seemed (rolling slowly left). The aircraft flashed by right to left by then in a slight left wing down I believe (aircraft was relatively upright although struggling) and I could not see in the cockpit. The accident aircraft impacted the hanger approximately 100 feet away from us in a left wing low attitude and came to rest partially inside the hanger. Approximately five seconds later the accident aircraft burst into flames. We then taxied to the right to clear the area and allow emergency vehicles and personnel access. We shut down on the opposite side of the apron next to the other entrance to the apron.

**From:** [eyewitnessreport](#)  
**To:** [Andrew Swick](#)  
**Subject:** \*\*\*WITNESS CODE A\*\*\* FW: Fatal accident on takeoff at Gness Field (DVO) August 31, 2024  
**Date:** Tuesday, September 3, 2024 6:13:31 AM  
**Attachments:** [image001.png](#)  
**Importance:** High

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RE: [WPR24FA290](#)



**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

[NTSB 24-hr Response Operations Center \(202\) 314-6290](#)  
[www.nts.gov](http://www.nts.gov)

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**From:** [REDACTED] >  
**Sent:** Sunday, September 1, 2024 11:16  
**To:** eyewitnessreport <[eyewitnessreport@nts.gov](mailto:eyewitnessreport@nts.gov)>  
**Subject:** Fatal accident on takeoff at Gness Field (DVO) August 31, 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.

I was flying the last aircraft to land, N7617P, before the Commander that crashed into a hanger started his takeoff roll. I had rolled out full length after landing 31 and was on the taxiway just starting to taxi back to the ramp. I witnessed the aircraft attempting to takeoff with what appeared to be insufficient airspeed and/or power and unable to climb more than a few feet off the ground but drifting to the west of the runway (220 direction.) Winds were gusty and variable. During my landing shortly before the south windsock was moving around from a quartering tailwind to a cross wind. The Commander drifted into the wind across the taxiway, briefly putting the gear into the grass and I believe taking out a taxiway light before impacting the hanger. The impact resulted in a large fireball. I had stopped my aircraft as there was a brief moment when I wondered if he was going to try to use the taxiway to takeoff, but he continued to drift to my right (his left) and after the fireball dissipated I continued to the ramp where I shutdown and secured my aircraft.

I gave my contact information and a brief statement to the officers on scene. If you wish to contact me further, please use either this email or my cell phone: 415-847-0029.

Sincerely Yours,

A solid black rectangular box used to redact the signature.

**From:** [eyewitnessreport](#)  
**To:** [Andrew Swick](#)  
**Subject:** \*\*\*WITNESS CODE B\*\*\* FW: Statement about the crash at Gness field Saturday  
**Date:** Tuesday, September 3, 2024 6:06:51 AM  
**Importance:** High

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Regards WPR24FA290

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](http://www.nts.gov)

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

**From:** [REDACTED]  
**Sent:** Sunday, September 1, 2024 16:17  
**To:** eyewitnessreport <[eyewitnessreport@nts.gov](mailto:eyewitnessreport@nts.gov)>  
**Subject:** Re: Statement about the crash at Gness field Saturday

[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 phone number is also [REDACTED]  
Sent from my iPhone

> On Sep 1, 2024, at 1:14 PM, [REDACTED] wrote:

>

> Hello,

>

> I am a student pilot and was at the field at the time of the incident. It was a windy day blowing crosswind and made for a very challenging landing. After we landed we were on the ramp when we heard a distress call on the radio. It was unclear but I believe it was something like crash and please respond. We turned the plane around towards the hangars and saw the fire and a wrecked plane into part of a hangar. That's really all we saw. At first thoughts we thought it was the person landing after us that had crashed. But now we know they were taking off. My personal thoughts were just that the plane taking off had been affected by a gust and in turn lost control of the aircraft with the power still at full and collided with a hangar which in turn ignited the fuel in the plane which must have been full. My heart goes out to the person in the plane that has passed. Please bring closure to his family concerning the crash. I would also like to stay completely anonymous on any reports for my instructor and my own privacy.

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> Thank you for your time