



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

March 17, 2016

Attachment 3 – Witness Statements

OPERATIONAL FACTORS

CEN16MA036

A. WITNESS STATEMENTS

1.0 Witness 1



TRAFFIC CRASH WITNESS STATEMENT

OH-3

LOCAL REPORT NUMBER	REPORTING AGENCY OHIO STATE HIGHWAY PATROL	DATE OF CRASH 11 10 15
---------------------	---	---------------------------

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

I, _____ HEREBY MAKE THIS VOLUNTARY STATEMENT TO
 PRINTED _____
 OFFICER'S NAME _____ AT _____ LOCATION 21646

Q: WHAT HAPPENED?
 A: I pulled into my driveway and I heard a plane coming toward my area. I looked up the plane was on his side very low coming toward us. The plane wing hit the power lines and the plane crashed into the building.

(Q) WHERE WERE YOU WHEN YOU OBSERVED THE PLANE?
 A: I WAS STANDING OUTSIDE MY CAR (LAWRENCE), AND SAW THE PLANE ON ITS SIDE.

(Q) WAS THE PLANE COMPLETELY STANDING AND IF SO, WHICH WING WAS FACING STRAIGHT UP? (A) RIGHT WING WAS STRAIGHT UP.

(Q) WHAT TYPE OF SOUND DID YOU HEAR? (A) LOW BELL CHIME, AND WHEN IT HIT, BANG AND CRACKING SOUNDS.

(Q) DID THE PLANE STRIKE THE POWER LINES ON THE NORTH SIDE OF THE ROAD? (A) YES.



(Q) WHAT TIME WOULD YOU SAY THE CRASH OCCURRED? (A) I CALLED 911 AT 1453 HRS.

(Q) WHICH DIRECTION WAS THE PLANE COMING FROM? (A) FROM THE SOUTH

STATE OF OHIO
 COUNTY OF _____
 I, _____ ALKON OHIO 44312
 OFFICER'S SIGNATURE (1) _____
 X _____

HSY 7000 B13 (782-0820)

2.0 Witness 2

 OHIO DEPARTMENT OF PUBLIC SAFETY SAFETY - SERVICE - PROTECTION		DOB 4/29/80 TRAFFIC CRASH WITNESS STATEMENT	OHS-3
LOCAL REPORT NUMBER	REPORTING AGENCY OHIO STATE HIGHWAY PATROL	DATE OF CRASH M 11 D 10 Y 15	
FOR LOCAL USE ONLY - DO NOT SUBMIT TO THE STATE EXCEPT FOR FATAL CRASHES			
I, <u>JERRICK WHITE</u> <small>PRINTED</small> TPA SAENGSIHAMM <small>OFFICER'S NAME</small>		HEREBY MAKE THIS VOLUNTARY STATEMENT TO 3064 MOGADORE RD. AT 11/10/15 AT 1640 HRS. <small>LOCATION</small>	
Q: WHAT HAPPENED? A: I WAS IN THE HOUSE. I HEARD THE ENGINE TO THE PLANE. I LOOKED OUT SIDE MY WINDOW AND SAW THE PLANE ON IT SIDE (LEFT WING WAS POINTING TO THE GROUND) ON IT WAY DOWN. Q: WHEN DID YOU FIRST NOTICE THE PLANE? A: I WAS LOOKING NORTHWEST AND SAW THE PLANE JUST BELOW THE TREE LINE. Q: CAN YOU DESCRIBE THE PLANE? A: THE PLANE WAS LIGHT IN COLOR, ABOUT 35 TO 40 FEET LONG. Q: HOW LONG FROM WHEN YOU FIRST NOTICE THE PLANE TO THE TIME IT STRUCK THE GROUND? A: WHAT WITH IN A SECOND. Q: DO YOU HAVE ANYTHING ELSE TO ADD? A: NO.			
ADDRESS OF WITNESS ██████████ AKRON OH 44312		PHONE ██████████	
SIGNATURE OF WITNESS X 		OFFICER'S SIGNATURE X TPA SAENGSIHAMM	
HSY 7003 B/13 (700-0820) 1 of 1			

3.0 Witness 3

At approximately 15:30 Tuesday November 10 I was notified that a jet had crashed during approach into runway 25 at Akron Fulton. Before leaving the airport a visual check of the PAPI's was preformed from taxiway P at the end of runway 25. All four PAPI's were on at that time and the PAPI's did not have to be turned on in order to check them.

After your visit to view the PAPI's at the airport I took the following readings from the PAPI's starting with the outer most PAPI finishing with the PAPI closest to the runway. 3.45, 3.80, 4.17, 4.52. The specifications for each are 3.50, 3.83, 4.17, 4.50. The PAPI's are on a 15 minute timer that starts when the PAPI's are turned on. The timer will reset every time the radio is clicked three times within a 30 second time frame.

If you have any other questions for me, I will be happy to help. Contact me with the information below.

Thank you

Ben Tibbitts
Akron Fulton Airport Maintenance
North Coast Air Care

██████████
Akron OH 44306

4.0 Witness 4

I heard what I believe to be the jet that crashed in Akron I live at 361 Horton ave Akron Ohio worked for Northwest airline and Delta for 27 year was a firefighter and a medic.so I'm outside in driveway sitting on a lawn tractor when I hear this jet coming from the west and north of my position I knew it was low and the engines where not a full speed I thought it was different,I thought it was on final approach into CAK because of its approach I looked up could not see jet because of the clouds where low and misting rain.I then started the tractor then did not hear the crash witch would happened just seconds later after I took off in tractor I thought to myself I should of listened to that jet more but had work to do,the I heard sirens for over a 45 minutes I knew something was going on.I placed the jet moving from west to east above or close to East Market st just north of my location,engines where low speed but sounded normal.Did he turn on final to the south at lo speed with misting rain and lots of drag and not compensate for the tail wind he had and the just drop out of sky I would imagine he was pretty heavy with all 9 souls and luggage.I lived at address all my life and have visuals and understanding of both flight paths for CAK and Akron Fulton.Peace Robert C.King Cell ██████████ landline ██████████

5.0 Witness 5

I did not see anything but
I did hear a very strong sounding jet cross over pour area about the same time. It's usually a Lear jet or even Air Force 1 when I hear these because they are so loud. It probably was taking off from Cleveland airport. It happened near the same time as. The crash and we live in Hinckley township Medina County right pallelle to Interstate 71. The sound was going north to southeast. Mogadore is not far from and is in that direction. So sorry this happened. My daughter is a crew member for Emirates and they were flying into Orlando that afternoon so I was particularly aware of flights that day.

Sent from my iPhone

6.0 Witness 6

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

From: Ranay Hatherill [mailto:████████████████████]
Sent: Monday, November 30, 2015 2:08 PM
To: eyewitnessreport
Subject: Akron, Ohio Plane Crash on November 10, 2015

I am sending this email for my father who witnessed the plane seconds before impact. He did go to the crash scene and left a statement with two Akron police officers. He also spoke with a Ohio State Patrol Officer who had him fill out a form with this account and his personal information. His internet service is currently not working so we sent this report through my email.

On Tuesday, November 10th, I was outside of my home located at ████████████████████, which is in the direct flight path of all planes that land at the Akron Fulton Airport. I heard the plane and as always, looked up to see what type of plane was in the air. I saw the plane at usual height for planes which pass over my house often and the engines sounded normal at that time. I live on the edge of a woods and as soon as the plane was out of my sight, I heard a dramatic change in the engine. There was an extremely loud engine noise which sounded exactly like the plane had gone into reverse thrust as planes do when they land. The noise lasted a few seconds but it was a change in the engine noise that I do not hear when planes pass over my house. There was no doubt in my mind that the sound resembled that of a plane that's engine was put into reverse thrust. A few seconds after that, I then heard a noise which I believe was the sound of impact. At that same time, all power was lost to my home. A few minutes later, my neighbor heard the sound of sirens and we suspected that the plane had crashed. We instantly got in the car and traveled the few minutes to the crash scene where I spoke to an Akron Police Officer. My home is only 3/4 of a mile from the crash scene.

If I may be of any further assistance, please do not hesitate to contact me at ████████████████████

Sincerely,

Robert Hatherill

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

From: mike patton [mailto:████████████████████]
Sent: Friday, November 13, 2015 12:46 PM
To: Etcher Shawn
Subject: Re: Automatic reply: N237WR

I have attached a picture taken just after the impact showing my view point



7.0 Witness 7

From: gary smith

Sent: Friday, November 13, 2015 6:00:25 PM

To: Etcher Shawn

Subject: Re: N237WR airplane accident

I was in front of my bldg heard the engines throttle up as he was banking left then the explosion. There was only about 5 seconds from throttle up to explosion if you call my cell 9-5 eastern time I can put you in touch with my secretary she saw the white flash of the plane out of my front windows cell is [REDACTED]

8.0 Witness 8

Hello,

Below is my eyewitness account of the Akron plane crash.

I was working at 3081 Gilchrist road ste 250 and while on my break at 2:51pm I heard the sounds of a jet, this is typical as jets always fly overhead. So when I looked up I saw the jet with it's landing gear down. I told a co-worker this does not look right this jet is much lower than all the others and you could

have read the letters on the tires and see the curtains through the windows . My building is roughly 35ft tall and the jet was in estimation not another 30ft above that, if that high. Anyhow the turbines were roaring and the plane looked fine, just much lower than normal. As the plane crossed over Gilchrist road it was still drifting down as though the landing strip was closer than it really was. At this time I could see the plane was at tree top height and the plane was beginning to have the left wing dipping towards the ground and the tail of the plane was now at roughly 5 o'clock nose at 11 o'clock.

At this time is when in my opinion the pilot(s) recognized they were to close to the ground and the pilot then had to of hit the throttle full force. The turbines let out a very load roar and I could see the air displacement come out from both turbines. The pilot tried to pull the plane up and to the left based on the how the tail of the plane sank to the right and the nose of the plane was eking up to the left but was still to low. At this point I'm not sure what happened because well it's hard to explain, It's like the ground just sucked the plane in. I lost visual at this point but saw a blue flash I presume to be the power lines and not a second later there was I huge explosion(2:52pm) followed by several smaller explosions and you could hear the trees popping as you would if you were sitting around a camp fire.

After having several days absorb what I saw and working in the transportation business myself. I wonder if the GPS coordinates were not correctly entered or were simply wrong. Example, I have semi trucks pulling in all the time to my establishment looking for a specific company which is located several hundred feet to the north. I ask the drivers and they say GPS tells them my parking lot is their destination. Just a thought but thought it was worth mentioning.

Shawn I sent you a picture and I have a very brief video pretty much mirroring the still pic but if you want it I will send it to you. That said, if you have any additional questions feel free to contact me either by email or you can reach me on my cell @ [REDACTED]

Regards,

Mike Patton