



ATTACHMENT 4

OPERATIONS GROUP CHAIRMAN'S FACTUAL REPORT

CEN14FA046

WITNESS STATEMENTS

(11 pages)

Abercrombie, Jason

Prepared April 7, 2014

On Sunday, November 10th I was at my house located at [REDACTED] [REDACTED] [REDACTED] in Owasso, OK. My house faces north and I was in the front room when I first heard an unusual engine noise. The location of my house is under a normal airport approach so I'm not surprised to hear aircraft but this noise was much louder than normal and also sounded unusually slow. It sounded so slow that I remember wondering if it even was a plane. While the noise was still a continuous engine noise I could hear the distinct pop-pop-pop sounds which seemed to go along with the relatively slow speed. It was around 3:30 pm, I'm not sure of the exact time. I stepped outside for a moment to see what the noise was and a low flying aircraft momentarily flew right overhead. The noise was very loud and sounded unmuffled like a big lawn mower almost. The altitude was very low. I'm not able to estimate an exact altitude just because I don't really have any basis for judgment but the plane was much larger looking than anything I would normally expect to see flying overhead at my house. The plane was flying northbound but slowly rotating left in a more northwest direction. The left side of the plane was significantly lower than the other so the orientation of the plane was somewhat cockeyed. There was a stream of black exhaust following the plane. I don't recall which side it originated from but it was very much a stream as if from a single side. At the time I didn't find this alarming because I assumed the low altitude simply meant the exhaust should be more visible than normal. I don't recall specifically whether both props were operating although I did notice that the plane had an unusual wing configuration with the wing situated over the cab of the plane. While I don't specifically remember the props I feel fairly confident that if they had NOT been operating I would have likely noticed. I did notice that the wings had slanted supports underneath them and I do recall looking at the plane out of curiosity because of its unusual layout. I'm pretty observant in general so I think it is very likely that both props were at least moving. Also, I believe the landing gear was deployed but cannot say for sure. My house is about 1.25-1.5 miles from the crash site. At the time I watched the plane continue to veer towards the northwest. It remained in the left side down position and didn't seem to change positions while I watched. I continued to watch until it had become smaller in the distance and I couldn't see it very clearly. The entire time I watched the plane it was in no way inverted, spiraling, up-side down, etc. I went back indoors and did not hear any further noises and did not learn about the crash until late that night from news sources.

Later after the incident I read that the stall speed for that aircraft was about 90 mph. After flying past my neighborhood only an additional 1.5 – 2.0 miles at most were traveled which allows me to speculate the plane was only in the air another 60-80 seconds at most. I think it is likely that whatever happened occurred suddenly.

Sauer Aaron

From: Erin M. L. Falkler [REDACTED]
Sent: Monday, November 11, 2013 5:19 PM
To: eyewitnessreport
Subject: Owasso Plane Crash 11-10-2013

After watching a news report about the crash and heard you're interviewing eyewitnesses to the plane in the air as well as its decent I wondered if you would need to speak with my husband. He and our 7 year old were on our trampoline and saw the plane. My husband said he thought it was flying extremely low and how dangerous he thought it was. Watching the news later he realized it was the plane he saw. I know you're extremely busy and have many interviews as well as many other things to do. And my account of what I was told may be the exact thing my husband would say in an interview. I just wanted to let you know of a witness in a residential neighborhood that may help with your investigation.

Thank you,
Erin Falkler



RECORD OF CONVERSATION

Aaron M. Sauer
Aviation Accident Investigator
Central Region

Date: November 20, 2013
Person Contacted: Mr. Matthew Garrett
NTSB Accident Number: CEN14FA046

Narrative:

During a telephone conversation with Mr. Garrett, he stated while standing outside his parent's home, he heard an airplane coming from the east/northeast. The airplane flew overhead and entered a left bank toward the airport (TUL). During that time, the left propeller was not turning and the airplane was extremely low in altitude. The airplane was the lowest he had ever observed an airplane when compared to other airplanes flying into Tulsa. He then observed the airplane bank to the right or in a north direction. The airplane pitched up, stalled, and went into a spiral nose-dive. He stated that it appeared the pilot "overcompensated during the right bank." In addition, the airplane completed several weird turns while maneuvering. Mr. Garrett did not recall the landing gear position, and he did not see any smoke or fire from the airplane during the flight. The left propeller showed some movement, but then completely stopped. The airplane color was blue and white. He stated it was a nice day with light winds, temperatures in the mid-60s, and the weather "wasn't bad at all."

Sauer Aaron

From: Todd.A.Evans [REDACTED]
Sent: Tuesday, November 19, 2013 6:08 PM
To: David.Keenan [REDACTED] Sauer Aaron
Subject: Another Owasso witness.
Attachments: Plane.png; IMAG0158[1].jpg

Todd A. Evans
Aviation Safety Inspector
Oklahoma City FSDO
405-951-4200

----- Forwarded by Todd A Evans/ASW/FAA on 11/19/2013 06:05 PM -----

From: Matthew Garrett [REDACTED]
ASW-OKC-FSDO-15, Oklahoma City, OK
To: Todd A Evans/ASW/FAA@FAA,
Date: 11/16/2013 01:04 PM
Subject: Matthew Garrett Witness Report Plane Crash 2013

Sunday, November 10th I Matthew Garrett witnessed a dual prop airplane crash on the North West Side of Owasso, OK nearest to 96th st..

According to the Google map image I was standing on the North East Side of our home when I notice an airplane approaching unusually low from the South East. He flew over the house heading North West towards North Mingo Road when I noticed from the angle he was traveling that his left prop had completely stopped turning. The plane suddenly began to turn left slightly heading more so directly West assuming he was going to complete his left turn more to head South towards the Tulsa Airport. This was not the case...as i said when he made his left turn heading directly west, the airplane then banked to the North sharply and began to ascend straight up into the air, which then seeing him stall and fall backwards to a spiraling dive to a field on the west side of the Honey Creek neighborhood.
(See attached file: Plane.png)(See attached file: IMAG0158[1].jpg)

Sauer Aaron

From: Todd.A.Evans [REDACTED]
Sent: Wednesday, November 20, 2013 7:13 AM
To: Sauer Aaron
Subject: Fw: Owasso Husband and Wife REVISED

2 of 2

Todd A. Evans
Aviation Safety Inspector
Oklahoma City FSDO
405-951-4200

----- Forwarded by Todd A Evans/ASW/FAA on 11/20/2013 07:11 AM -----

From: Brandi Mcmanus [REDACTED]
ASW-OKC-FSDO-15, Oklahoma City, OK
To: Todd A Evans/ASW/FAA@FAA,
Date: 11/15/2013 09:40 AM
Subject: Owasso plane crash REVISED

To whom it my concern...

This letter is in response to the phone conversation that i had with Mr. Todd Evans.

My address is [REDACTED] owasso okla 74055 On nov 10 about 3:40 give or take a few mins the aircraft in question flew over my house ... It was unusually very low i mean no more than 200 ft high... as IT flew over i notice a sound and looked at the plane it appeared to be an MU2 type aircraft it had a blue belly white on top i believe it had yellow or gold stripping....I DID NOT notice any smoke coming from the aircraft and both props WAS spinning... the sound i heard was a prop sound like a prop was not feathering...with that being said per our conversation...The aircraft did not appear to me to have its landing gear down and did not have its flaps down. The aircraft was on a north - west heading i would call it more west with a slit north the aircraft appeared to maintain the same altitude... A few seconds go by and it appeared that the pilot tried to turn the aircraft to a south heading At that time the left wing dipped as the aircraft looked to me to start a turn..

The wing dipped. the nose also dropped then i lost visibility ... at that time i seen smoke ..at that time i had knew what had happen...i then got into my truck and drove to the seen went into the woods to see it i could in any way help and the plane in gulped in flames

I hope you find this helpful
My contact info is
Charles McManus

[REDACTED]
Owasso, OKLA. 74055
[REDACTED]

please feel free to contact me with any questions



RECORD OF CONVERSATION

Aaron M. Sauer
Aviation Accident Investigator
Central Region

Date: November 19, 2013
Person Contacted: Mr. Brian Riggs
NTSB Accident Number: CEN14FA046

Narrative:

During a telephone conversation with Mr. Riggs, he stated that he first observed a MU-2 on final approach to runway 18L at TUL. He stated the airplane flew low over his house, approximately 400-500 feet. He stated the airplane was low enough he could read the registration number and also noticed the landing gear was extended. The airplane was headed north and then began a 180-degree turn to the left. During the gradual left turn, one engine and propeller began to spool down. The left bank turn continued and the landing gear was extended the entire time. The airplane then made a gradual right bank into "the good engine" for 2 to 3 seconds. The airplane continued in a northwest direction at that point and the bank increased. The airplane completed two 360-degree turns before impacting terrain. He recalled seeing both propellers turning during the entire flight. Mr. Riggs said he lives approximately 2,000 feet to the east of the accident location.

Sauer Aaron

From: Bryan Riggs [REDACTED]
Sent: Sunday, November 10, 2013 6:16 PM
To: eyewitnessreport; Todd.A.Evans [REDACTED]
Subject: Eyewitness report re: airplane crash near Owasso/Tulsa, OK on November 10, 2013

To whom it may concern-

At approximately 3:45pm central time on Sunday, November 10, 2013 I witness the last two minutes of an MU-2's flight near Tulsa International Airport and eventual crash near Owasso, OK. I am offering my assistance in the report and investigation of this accident. I am a FAA Gold Seal Certified Flight Instructor with Airplane Single and Multi-Engine Ratings. I am also an Airline Transport Pilot with airplane single and multi engine land ratings and type rated in the EMB-145 Regional Jet and Boeing 737. I have over 10,000 hours in a variety of general aviation, corporate, and transport category aircraft.

I observed an MU-2 on approach to KTUL runway 18L. The aircraft then began a shallow left turn around to a northwest heading. The aircraft appeared to be between 400-800 feet above ground level and in a shallow descent. I observed the landing gear to be in the down position and the flaps appeared to be up, as I could not distinguish the trailing edge of the flaps from the trailing edge of the rest of the wing. Once the aircraft was established overhead on a northwesterly heading I heard what sounded like an engine failure, power being retarded, or the propeller control being adjusted but did not observe either propeller feathering. This sound was partial in nature, as if one engine was adjusted and one was not. I did not observe any smoke or fire throughout the flight of the aircraft. As the aircraft continued flying away from me on a now westerly heading I observed the wings rocking approximately at a 10-15 degree bank and then a steeper right turn followed by the beginning of a left turn and then a fully established steep spiral to the left until the aircraft disappeared from my view behind trees to the west of our home. As a reference as to our location, our home address is [REDACTED] Owasso, OK 74055. The observations that stick in my mind it that the landing gear was extended throughout the time I observed the aircraft, a power change or loss overhead our home, and the loss of control seconds afterward.

If I may be of further assistance you may contact me at the phone number or email address below.

Respectfully,

Bryan "Andy" Riggs
Pilot Certificate Number [REDACTED]
[REDACTED]

Sauer Aaron

From: eyewitnessreport
Sent: Wednesday, November 13, 2013 12:13 PM
To: Sauer Aaron
Subject: FW: Mitsubishi MU2 Accident in Owasso, OK

FYI

Melba

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

From: Christina Siegfried [REDACTED]
Sent: Monday, November 11, 2013 4:03 PM
To: eyewitnessreport
Subject: Mitsubishi MU2 Accident in Owasso, OK

Hello, not sure if it is of any importance or not, but I witnessed the Mitsubishi MU2 airplane go down yesterday in Owasso, Oklahoma.

It flew at a very low altitude directly over my house (and my head) in the Fairways IV subdivision in Owasso (heading northwest), within a few seconds it veered slightly south as if to align it with one of the golf fairways, and then turned a hard right. I saw it quickly descend, but my view was blocked by some homes so I did not see or hear the actual impact. It was at 3:46, as I checked my cell phone because I knew what I had just witnessed. It crashed 1/2 mile from my home. I have lived under the flight path of Tulsa's airport for 14 years, so I am very attuned to the sounds of all sorts of planes coming in for a landing. This plane was extremely low, very loud and headed in the wrong direction.

A mechanic for American Airlines who has worked on MU2s lives directly across the street from me. He also witnessed it flying over head and could tell something was wrong with an engine. He may be a very good source of information for you. Let me know and I will give you his name and number.

Thank you,

Christina Siegfried
[REDACTED]
[REDACTED]



RECORD OF CONVERSATION

Aaron M. Sauer
Aviation Accident Investigator
Central Region

Date: November 19, 2013
Person Contacted: Mr. Kelly Walker
NTSB Accident Number: CEN14FA046

Narrative:

During a telephone conversation with Mrs. Walker, she stated that she and her family observed an airplane accident while standing outside at her residence. When she first observed the airplane, she was facing to the south and her husband said to look at that airplane. She estimated the airplane was over flying the neighbor's houses about 1,000 feet, or 2 water towers in height. The airplane was flying north/northwest and then turned to the west. She noticed that the airplane's wings were fluttering and used the example of kids on a teeter-totter. The airplane continued to the west along a line of residential homes which are orientated in an east/west direction. The airplane continued west for approximately ½ mile then banked hard, about a 45 degree angle (could see top of wings). She observed the airplane spiral counter-clockwise straight down toward the ground. She immediately called 911. At first she did not observe any smoke; then she saw a smoke plume. She said the landing gear was in the down position and was stationary. The airplane was very loud and very low as compared to other airplanes that fly overhead. She noticed no problems with the engines or propellers and there was no smoke or fire coming from the airplane during the flight. The weather was beautiful, gorgeous, and clear skies.



RECORD OF CONVERSATION

Aaron M. Sauer
Aviation Accident Investigator
Central Region

Date: November 20, 2013
Person Contacted: Mr. David Walker
NTSB Accident Number: CEN14FA046

Narrative:

During a telephone conversation with Mr. Walker, he stated that he and his family observed an airplane accident while standing outside at his residence. He observed a small twin-engine airplane that was coming towards him following highway 169. The airplane was low and flying over the roof tops of residential homes, and "something was not right...engine was laboring." The airplane continued to the north and turned west/southwest. The airplane wing-tips were wavering back and forth; seemed like it wasn't going anywhere. The airplane banked hard and spiraled down to the ground. Mr. Walker's wife immediately called 911 and he got into a vehicle to provide assistance. He estimated the altitude to be 1,000 feet; however, he was not sure. He thought the airplane was alot lower than normal airplanes in to TUL, and not on a normal approach. He observed the landing gear to be in the down position. He could not really see the propellers, but thought it sounded as if both engines were laboring. During the last banked turn, he could see the top of the airplane. The airplane descended down and then he observed a smoke plume. He described the weather as calm wind, sunny, and a beautiful day.

Sauer Aaron

From: eyewitnessreport
Sent: Tuesday, November 19, 2013 7:58 AM
To: Sauer Aaron
Subject: FW: Owasso Airplane Crash

Good morning Aaron,

I think I missed sending you this one. Hope I'm not sending it twice.

Melba

From: David M [REDACTED]
Sent: Wednesday, November 13, 2013 5:26 PM
To: eyewitnessreport
Subject: Owasso Airplane Crash

My family and I witnessed the airplane crash in Owasso on Sunday, November 10th. I believe my wife Kelly Walker was told by the Owasso 911 dispatch that she was the first caller. I was the first person on the scene, other than the land owners. My younger daughter even has a photo of the trajectory from our front yard where we watched the plane head north then west and finally southwest before falling from the sky. We watched and heard the whole event. I left my name as well with one of Owasso police officers to give to the investigators. If you have any questions about what we saw please feel free to contact us.

Thanks
David Walker
[REDACTED]