

ON Thursday MAY 5th 2016 AT ABOUT 1:15pm I WAS WORKING ON THE EAST SIDE OF 316 AVIATION WAY BETWEEN TWO HANGERS GETTING ELECTRICAL EQUIPMENT READY FOR THE UP-COMING NORTH LITTLE ROCK AIR SHOW. I AM A LINEAMAN FOR THE CITY OF NORTH LITTLE ROCK ELECTRIC DEPARTMENT WHICH HAS ITS OFFICES JUST NORTH OF THE LOCATION I WAS AT. I HAVE ALWAYS ENJOYED WATCHING AIRCRAFT AND HAVE FLOWN MANY TIMES WITH SOME OF MY FRIENDS IN SINGLE ENGINE AND TWIN ENGINE PLANES, SO I AM A LITTLE FAMILIAR WITH SOME PARTS OF FLYING.

AS I WAS WORKING ON A METAL CAN I HEARD A TWIN ENGINE PLANE COMING DOWN THE LARGE EAST/WEST RUNWAY DIRECTLY IN FRONT OF ME. I WOULD SAY THAT I WAS ABOUT 2/3 RDS OF THE WAY DOWN THE RUNWAY FROM ITS WEST END. THE PLANE WAS HEADING WEST TO EAST. I WAS NOT SURE IF IT HAD JUST LANDED OR WAS TAKING OFF WHEN I FIRST SAW IT. IT THEN STARTED LIFTING OFF THE RUNWAY AT A POINT THAT I THOUGHT WAS A LITTLE LONGER THAN NORMAL AND NOT AS FAST AS MOST DO. THE PLANE TO ME, DID NOT APPEAR TO BE AT A NORMAL TAKEOFF SPEED AND THE ENGINES, TO ME, WERE NOT REVVING AS FAST OR HAVE THE HI PITCHED

sound that other twin piston's that I have watched take off before.

As the plane climbed it reached maybe about 500 ft off the runway and I noticed the plane started to lose altitude with the nose still up. At no time did I hear any deviation in the sound or pitch of the engines. Not during the takeoff roll or during this, what appeared to me, possible stall after takeoff.

As the pilot lost altitude he turned sharply left (at first) then very quickly corrected the steep turn, to a flat slow tipping of the left wing to make his turn while trying to maintain lift. He lost more altitude in the left turn and I knew that he was in trouble! I thought he was going down in the Wal Mart or neighborhood east of me. I lost him behind the hanger east of me (sight of him) jumped in my work truck and turned toward him so that I could turn around and head that way, when, I saw the plane come around back into my view from behind the hanger east of me. The pilot turned left a little steeper than before and had the nose down a bit (to gain some air speed?) corrected to a nose flat flight

still tipping that left wing to turn and keep lift. At this point I have a perfect side view of the airplane. Both props are turning, but now the tail is slightly down and the plane is right at stall speed.

I should note at this time, I am in my Diesel work truck with it running and I can not hear the engines to know if the pilot has throttled up or not. He has lost more altitude, but mostly because the terrain he is now over is higher up.

The pilot keeps minimum air speed, tail is slightly down and he continues to tip to his left with the left wing. He is now over the Veteran's Cemetery and heading toward my Department's Offices, the Water Tanks and Aviation School.

This is where I attempt to video the plane. I was thinking that he may get to belly land the plane in the grass. The plane is behind the water tanks (north of) but over the school when the pilot ~~rolls~~ either turns hard left or VMC takes over. This is when I snap the picture of the plane. I really believe that the pilot rolled left on purpose to miss the school then rolled hard or tried to roll right to belly in the field that he

CRASHED IN. HE HAD TO ROLL RIGHT TO END UP HITTING THE FUEL TANK AND FENCE WHERE HE DIED.

THE PLANE HITS THE GROUND AND BURST INTO FLAMES. I DISTINCTLY REMEMBER SEEING THE FLAMES AND THE LEFT ENGINE ROLLING OUT THROUGH THE GRASS AS I AM DRIVING TOWARD THE CRASH AND TALKING TO 911. (THE TIME ON MY PICTURE IS EXACTLY 1:30pm, SECONDS BEFORE THE CRASH.) I TELL 911 THAT A TWIN ENGINE PLANE HAS JUST CRASHED BEHIND THE WATER DEPARTMENT AND I THEN SEE A PERSON STAND UP OUT IN THE GRASS! HE STARTS WAVING AND POINTING AT THE PLANE AS IF SOMEONE IS IN THE PLANE. AT THIS TIME OTHERS ARE RUNNING TOWARD THE CRASH TOO. I DRIVE TO THE CRASH SITE TO SEE IF I CAN HELP AND I HEAR THE NLR FIRE DEPT COMING. LUCKILY THEY WERE NEARBY! AS I AM CUTTING DOWN THE POWER LINE THAT THE PLANE HIT THE SURVIVOR IS WALKING TOWARD THE WATER DEPARTMENT SAYING THAT THERE WAS SOMEONE STILL IN THE PLANE.

MY GUESS IS THAT FROM TAKEOFF TO THE CRASH, TOOK ABOUT ONE MINUTE, GIVE OR TAKE. THE PILOTS DID A SUPERB JOB IN KEEPING THAT PLANE FROM FALLING INTO HOMES OR BUSINESSES AND THE SCHOOL!

I do not remember at any time seeing the airplane twitch left and right (as in rudder steering), it was just a constant steady tipping of the left wing, trying to turn left back towards the airport while also trying to keep the wings as flat as possible at a very slow speed.

[REDACTED]

May 5th 2016