

Jason L. Cochrane, AETCM

[REDACTED]
June 16, 2015

To Whom It May Concern,

On September 30, 2015 I witnessed the mishap of a civilian dual engine aircraft, which occurred at the St. Petersburg Airport (PIE) around 1140. The mishap occurred while exercising during lunch as I was running along the back parking and ramp entrance area of the Army Reserve aircraft ramp area.

Looking across the runway I witness a dual engine aircraft struggling at an altitude of maybe 100-200 feet following a take-off. I had seen the aircraft flying earlier when I started my run from the Coast Guard base. From my vantage point parallel to the aircraft I witnessed the aircraft flying level bank to the right then turn sharply left. After turning left the aircraft lost altitude and did a nose dive directly into the ground. I did not witness any follow-on explosion.

I ran around the Army Reserve hangar trying to notify someone of the crash and finally was able to inform some base personnel at the front of the facility. I accompanied them to their ramp to show them where the mishap occurred and saw that emergency vehicles were already on scene with others en route.

If you have any questions or concerns, please feel free to contact me at [REDACTED]
[REDACTED]

Sincerely,
[REDACTED]

Jason L. Cochrane, AETCM USCG
Coast Guard Air Station Clearwater
HC130 Engineering Leading Chief Petty Officer

I witnessed the following on the morning of 30 September 2015:

At approximately 1145, our C-130 aircraft CG1715, was given a "line up and wait" clearance onto runway 36R behind a twin engine piper aircraft. While lined up on the runway, I maintained visual contact with the aircraft (for the purpose of de-confliction once given our takeoff clearance) as it commenced its climb out. Immediately, I noticed that the aircraft was executing an unusually shallow climb out and began drifting to the right of the runway. When the aircraft reached approximately 100 feet, it began a slight descent. After descending for approximately 2 seconds, the aircraft rapidly departed controlled flight performing a left wing over roll with the nose of the aircraft rotating 90 degrees to point at the ground. The aircraft impacted the ground with a near straight nose down aspect with the top of the airplane facing to the south (towards our aircraft). With our aircraft in takeoff position on runway 36R, I calculated that we witnessed this accident from approximately 1.5 miles away but with a very clear view of the incident.

[REDACTED]
LT Eric R. Majeska
HC-130H Aircraft Commander
Coast Guard Air Station Clearwater
[REDACTED]

On September 30, 2015 at approximately 11:40 AM we taxied our aircraft up to the hold short line of 36R. As we waited, we watched a twin-engine plane land on 36R. Myself and the Flight Engineer both commented that the landing looked hard, or rough. From my perspective it looked like it 'planted' the landing: the wheels seemed to all touch down at the same time, causing visible shake to the plane. As the plane continued to roll down the runway, our aircraft got clearance to line up and wait on 36R. I taxied onto the runway and orientated the aircraft appropriately. By the time I looked up to see the status of the plane taking off in front of us I noticed that it was airborne, slow moving, right of centerline (actually over the grass on the right side of the runway), and a far distance down the runway. Immediately thereafter I saw one wing drop aggressively, and the plane 'tumble' downwards, fast, and hit the ground nose first. The body of the plane continued to hit the ground after the nose planted causing additional movement of the plane after initial impact until is stilled completely.

Very Respectfully,

LT Janelle Setta C1715 Pilot

