

NEW HAMPSHIRE STATE POLICE

Date: Sept 2, 2014 Case No. _____STATEMENT OF: Peter Drinkwater [REDACTED]

I arrived Hampton Airport at about 10:30 AM 9/1/14 to watch activities. I was visiting N.H. from California to see family. The Cessna 180 was taking off from the Hampton Airport airfield when it abruptly pitched up and then rolled to vertical impacting trees with high velocity. My position on the airfield at the time of the crash was near the announcer tent area about mid field. I observed a yellow Piper Cub making a flower bag drop @ about the mid-field point then proceeding in the left airport air traffic pattern. The Cessna 180 was taxiing to the South End of the airfield @ Hampton where it turned facing forward the North and accelerated for take-off. It appeared the flaps were down at time of take-off. The aircraft did not appear to do a run-up check prior to take off. As the aircraft came down the grass strip for take-off it was in a 3 point configuration - tail wheel on the ground. The aircraft appeared to take off normally from the 3 point and started to climb when it got above tree level it pitched-up then rolled and crashed. I departed to pick-up my wife in North Hampton as many others were going to the aircraft which was scheduled.

page 1 of 1 pagesEnd of Statement [REDACTED]

TOWN OF NORTH HAMPTON
UNIFORM STATEMENT FORM

CASE# 14-296-E

DATE: 9-1-14

NAME: Suzanne Hartwell

ADDRESS: [REDACTED]

ADDRESS,

CITY,

STATE,

ZIP

Newmarket NH 03857

DOB: [REDACTED]

SSN: [REDACTED]

TIME: _____

HOME PH# [REDACTED]

(OFFICER INFO. ONLY)

CALL# 14-5840

OFFICER'S NAME: [REDACTED]

heading north
Statement: orange & white plane, engine failed,
plane went up, turned to the left and
went nose first into pine trees.

SIGNATURE: [REDACTED]

TOWN OF NORTH HAMPTON
UNIFORM STATEMENT FORM

CASE# 14-296-E

DATE: 9/1/14

NAME: Tyler Abrahamson

ADDRESS: [REDACTED] Newfields NH 03856
ADDRESS, CITY, STATE, ZIP

DOB: [REDACTED] SSN: [REDACTED] TIME: 11:08 a.m.

HOME PH# [REDACTED]

(OFFICER INFO. ONLY)

CALL# 14-5840

OFFICER'S NAME: [REDACTED]

Statement: Plane took off and got too high
without enough speed, engine sounded like it
stalled, he turned left and landed straight
into the trees. I ran over with my
dad as I called 911.

SIGNATURE: [REDACTED]

TOWN OF NORTH HAMPTON
UNIFORM STATEMENT FORM

CASE# 14-2960F

DATE: Sept 1, 2014

NAME: Jennifer Shanks

ADDRESS: [REDACTED] Chicago IL 60608
ADDRESS, CITY, STATE, ZIP

DOB: [REDACTED] SSN: [REDACTED] TIME: 11:01A

HOME PH# [REDACTED]

(OFFICER INFO. ONLY)

CALL# 4-5840

OFFICER'S NAME: [REDACTED]

Statement: I was waiting at the airfield for
breakfast when a plane took off from the south (?)
end of the airstrip. Immediately it was clear
the plane was climbing too steeply. after climbing
200 ft + (?) the plane banked sharply to the left
and nose dived behind some trees. there wasn't
any smoke or fire. I immediately called 911.

SIGNATURE: [REDACTED]

TOWN OF NORTH HAMPTON
UNIFORM STATEMENT FORM

CASE# 14-296-E

DATE: 9/11/14

NAME: Alexander Bettcher

ADDRESS: _____

ADDRESS,

CITY,

STATE,

ZIP

North Hampton NY

DOB: _____

SSN: _____

TIME: 10:50

03062

HOME PH# _____

(OFFICER INFO. ONLY)

CALL# 14-5840

OFFICER'S NAME: _____

Statement: Flight was normal until takeoff from
runway. Pilots left hand was on dash right
after takeoff aircraft immediately pitched up
I noticed the flaps retract and aircraft
start a right hand bank into a stall
full power and crashed nose first into pines.

SIGNATURE: _____

TOWN OF NORTH HAMPTON
UNIFORM STATEMENT FORM

CASE# 14-2960E

DATE: 9/1/14

NAME: TODD SCHALL

ADDRESS: [REDACTED] AMESBURY MA 01915
ADDRESS, CITY, STATE, ZIP

DOB: [REDACTED] SSN: [REDACTED] TIME: 10:50

HOME PH# [REDACTED]

(OFFICER INFO. ONLY)

CALL# 145840

OFFICER'S NAME: [REDACTED]

Statement: _____

I was waiting for breakfast.
I ~~was~~ watched the plane take off.
The pilot took off too steeply
and the plane lost speed and
stalled. The pilot then turned the
plane sharply to the left and it
crashed nose down.

^{pilot}
I am a student at the airfield
and was taught not to take off
at ~~at~~ such a high angle or the
plane will do exactly as happened.
The plane will stall, lose speed, and
ultimately lose altitude.

SIGNATURE: [REDACTED]

TOWN OF NORTH HAMPTON
UNIFORM STATEMENT FORM

CASE# 14-296-05

DATE: 9/1/2014

NAME: JOACHIM RAEDER

ADDRESS: [REDACTED]

ADDRESS,

CITY,

STATE,

ZIP

Durham, NH 03824

DOB: [REDACTED]

SSN: [REDACTED]

TIME: 11:00 am

HOME PH# [REDACTED]

(OFFICER INFO. ONLY)

CALL# 14-5840-

OFFICER'S NAME: [REDACTED]

Statement:

I saw the plane take off. It first looked
like a normal takeoff. After lift off the pitch angle
became steeper and steeper (up to ~40°). Then the
plane banked to the left, made a ~180° turn and
plunged head first into the trees. Max altitude
~100 feet. Engine noise seemed normal (full
power).

SIGNATURE: [REDACTED]

TOWN OF NORTH HAMPTON
UNIFORM STATEMENT FORM

CASE# 14-286-E

DATE: 9-1-14

NAME: Jessica Theriault

ADDRESS: [REDACTED] Rowley MA 01969
ADDRESS, CITY, STATE, ZIP

DOB: [REDACTED] SSN: [REDACTED] TIME: 11:09

HOME PH# [REDACTED]

(OFFICER INFO. ONLY)

CALL# 14-5890

OFFICER'S NAME: [REDACTED]

Statement: Orange and white plane taking off
runway 02, pitched up, nose vertical,
turned left and went nose down
into trees.

SIGNATURE: [REDACTED]

TOWN OF NORTH HAMPTON
UNIFORM STATEMENT FORM

CASE# 14-296-E

DATE: 9/1/14

NAME: Robert Hammer

ADDRESS: [REDACTED]

ADDRESS,

CITY,

STATE,

ZIP

Hampton NH 03842

DOB: _____

SSN: _____

TIME: 11:00

HOME PH# [REDACTED]

(OFFICER INFO. ONLY)

CALL# 14-5840

OFFICER'S NAME: [REDACTED]

Statement: The Plane took off the Runway in what
appeared to Be a Safe Normal Take off.
About 50 feet from the ground the plane
pitched up in a steep climb, you could see
the plane losing speed and approaching a stall.
As the plane came to a near stall the
plane banked a hard left standing almost on
its left wing tip. With no lift left the
plane dropped out of the sky. At impact there
was a Bang Almost the sound of an Exploding
transformer.

SIGNATURE: [REDACTED]

TOWN OF NORTH HAMPTON
UNIFORM STATEMENT FORM

CASE# 14-2608

DATE: 9/1/14

NAME: Matthew Abrahamson

ADDRESS: [REDACTED] Newfields NH 03886
ADDRESS, CITY, STATE, ZIP

DOB: [REDACTED] SSN: [REDACTED] TIME: 11:12

HOME PH# [REDACTED]

(OFFICER INFO. ONLY)

CALL# 14-5840

OFFICER'S NAME: [REDACTED]

Statement: Standing at the cafe and was
watching the plane and it went up
and turned then went straight down, nose
first into the trees.

SIGNATURE: [REDACTED]

TOWN OF NORTH HAMPTON
UNIFORM STATEMENT FORM

CASE# 14-2968

DATE: 9/1/14

NAME: KEVIN ABRAHAMSON

ADDRESS: [REDACTED] NEWFIELD MA 03856
ADDRESS, CITY, STATE, ZIP

DOB: [REDACTED] SSN: [REDACTED] TIME: [REDACTED]

HOME PH# [REDACTED]

(OFFICER INFO. ONLY)

CALL# 14-5840

OFFICER'S NAME: [REDACTED]

Statement: I WAS IN AIRFIELD CAFE PARKING LOT
WHEN I OBSERVED THE PLANE TAKING OFF.
AS IT GAINED AIR IT SEEMED TO GO VERY
STRAIGHT UP, "VERTICAL", THEN IT STARTED A
LEFT TURN MAYBE 150' UP AND AS IT TURNED
I SAID ITS NOT GOING TO MAKE IT.
THE PLANE THEN TOOK A HARD LEFT/DOWN
INTO THE TREES. I RUSHED TO THE SCENE
AND SAW 20 PEOPLE VERY TRAPPED AS THE NOSE
OF PLANE HIT FIRST. SOON AFTER HAMPTON
FIRE RESPONDED ON SCENE.

SIGNATURE: [REDACTED]

TOWN OF NORTH HAMPTON
UNIFORM STATEMENT FORM

CASE# 14-2968

DATE: 9/1/14

NAME: [REDACTED]

ADDRESS: [REDACTED]

ADDRESS,

CITY,

STATE,

ZIP

NEWMARKET, NH

DOB: _____

SSN: _____

TIME: 10:45

HOME PH# [REDACTED]

(OFFICER INFO. ONLY)

CALL#

14-5840

OFFICER'S NAME: [REDACTED]

Statement: I WAS STANDING ON THE WEST SIDE OF THE
RUNWAY MID FIELD. THE A/C TOOK OFF ON THE EAST
SIDE OF THE RUNWAY IN A NORTH DIRECTION. THE
TAKEOFF APPEARED NORMAL. AS SOON AS THE A/C
ROTATED THE AIRCRAFT PITCHED UP AND CLIMBED AT
A 40 +/- DEGREE. AT ABOUT THE THREE FOUR THE
A/C CONTINUED TO CLIMB AT WHAT SOUNDED LIKE FULL
POWER THEN BEGAN TO TURN LEFT. ALL FLIGHT CONTROLS
APPEARED TO BE IN THE NORMAL POSITION. THE A/C
DIDN'T APPEAR TO CORRECT FOR THE NOSE HORN
LEFT TURN. THE A/C APPEAR TO STALL WHILE IN
THE NOSE HORN LEFT TURN AND DISINTEGRATED INTO
THE WIND TO A NOISE LOW ATTITUDE.

SIGNATURE [REDACTED]

TOWN OF NORTH HAMPTON
UNIFORM STATEMENT FORM

CASE# 14-296-05

DATE: 9/1/14

NAME: Kelsey Foley

ADDRESS: [REDACTED] Oxford, ME 04270

ADDRESS,

CITY,

STATE,

ZIP

DOB: [REDACTED]

SSN: [REDACTED]

TIME: 11:10am

HOME PH# [REDACTED]

(OFFICER INFO. ONLY)

CALL# 14-5840

OFFICER'S NAME: [REDACTED]

Statement: The Cessna 180 was rolling for takeoff,
upon rotation the aircraft was pitched extremely
high for a normal takeoff angle. The aircraft
climbed for a few ~~17~~10 seconds where it then
proceeded to stall. The stall caused the plane to
nose over to the left bringing it into the
trees at the end of the runway area. The
plane had filled (or put fuel in the plane) before
takeoff and was ~~pro~~ heavier than when became
in, and its a hot humid day.

SIGNATURE: [REDACTED]

TOWN OF NORTH HAMPTON
UNIFORM STATEMENT FORM

CASE# 14-296-E

DATE: 9/11/14

NAME: Pet MacDonell

ADDRESS: [REDACTED] Dover NH 03820

ADDRESS, CITY, STATE, ZIP

DOB: [REDACTED] SSN: [REDACTED] TIME: 11:12 am

HOME PH# [REDACTED]

(OFFICER INFO. ONLY)

CALL# 14-5840

OFFICER'S NAME: [REDACTED]

Statement: As the pilot of the aircraft rotated for takeoff
he immediately went into a steep climb. At the rate of climb
taken, this caused the aircraft to pitch almost straight
up, stalled one wing, and pitched nose down and
left where the aircraft landed nose down in a tree, and
ending up, twisting fuselage badly. There was no move
ment upon my arrival. The temperature on takeoff was
mid 80's and oppressive humidity. The pilot had just
filled his aircraft entirely with fuel before taxiing
for takeoff. A sight I wish on no one

SIGNATURE: [REDACTED]

TOWN OF NORTH HAMPTON
UNIFORM STATEMENT FORM

CASE# 14-296-F

DATE: 9/1/14

NAME: Kimberly Abrahamson

ADDRESS: [REDACTED] Newfields NH 03856
ADDRESS, CITY, STATE, ZIP

DOB: [REDACTED] SSN: [REDACTED] TIME: 11:15

HOME PH# [REDACTED]

(OFFICER INFO. ONLY)

CALL# 14-5840

OFFICER'S NAME: [REDACTED]

Statement: Standing at Fairfield Cafe, watching orange
& white plane. Headed north? turned sharply
to the plane's left, heard no noise then the
nose tipped and crashed into tall pines at
end of driveway. Husband, Kevin, firefighter for
Newfields and son Tyler ran to crash to assist.
Waited near end of row of parked cars to assist
directing emergency personnel to scene.

SIGNATURE: [REDACTED]

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

- 9A Lafayette Rd
North Hampton NH 03802
1. Place of accident Hampton Airport Date 9-2-14
Date 9-1-14 Hour 1054 am
2. Type of vehicle C-180
3. Identification of vehicle N6510 A
4. What is your name Garrett Miller Age 31
5. Address [REDACTED] Hampton NH 03842
AIRPORT MANAGER
6. Occupation _____ By whom employed HAMPTON TCB LLC
7. Where were you at the time of the accident ABEAM MID FIELD TO WEST OF RUNWAY
8. Tell in your own words what you saw or heard before and at the time the accident occurred.

PRIOR TO ACCIDENT, OBSERVED A/C LAND NORMALLY, TAXI TO FUEL PAD, AND SHUT DOWN A/C. PILOT FUELED A/C. WITNESSED PILOT + PASSENGER TAXIING OUT W/SEATBELT DANGLING FROM RIGHT DOOR. I GAINED PILOT'S ATTENTION AND ADVISED HIM OF SEAT BELT. PILOT + PASSENGER THEN TAXIED TO SOUTH END OF RUNWAY AND BEGAN A "NORMAL" TAKE-OFF. THE AIRCRAFT DEPARTED THE GROUND NORMALLY WITH NO INDICATION OF PROBLEM. THE AIRCRAFT THEN CONTINUED TO PITCH UP WITH WINGS LEVEL. AS THE AIRCRAFT PASSED I NOTED THAT THE PILOT'S LEFT HAND WAS REACHING FOR THE GLIDE-SWITCH. THE AIRCRAFT CONTINUED TO PITCH UP NEARLY VERTICAL ESTIMATING 200-300 FT. THE A/C THEN DROPPED ITS LEFT WING, CHANGING COURSE NEARLY 180° STRIKING THE TREES AND THEN GROUND NOSE DOWN + LEFT WING FIRST. BOTH WING TANKS WERE RUPTURED, AND FUEL WAS NOTED RAPIDLY DRAINING ONTO GROUND, WITH NO FIRE.

[REDACTED]
(Signature)

9-2-14
938 am

September 8, 2014

Joe Taylor
Aviation Safety Inspector
Federal Aviation Administration

Inspector Taylor,

On Monday morning September 1, 2014, I was operating my personal aircraft on a flight into Hampton, NH (7B3). While approaching the field from the east, I heard an aircraft make a traffic advisory call to the effect of "Hampton traffic, Cessna 180 5 miles west inbound landing". As there was little wind and the 180 would be faster than my aircraft, I elected to wait and see which runway he would use. I didn't hear any further calls, so I stayed at 1,500 feet and called that I was 3 miles east inbound to Hampton. I then saw the 180 below and to my left as he overflew the south end of the airport, at which time he called "Hampton traffic, Cessna 180 entering left downwind runway 22". I assumed he was unfamiliar with the airport, so I called that I would enter the left downwind to runway 20 behind the 180, emphasizing the '20'. The 180 then made subsequent calls of base, and I believe final simply saying "landing south" and not indicating any runway number.

I landed behind the 180, and observed him shutting down at the fuel pumps. As I was there only for fuel, I parked on the grass ramp area to wait for him to finish. I exited the aircraft and waited, but it seemed to be taking him quite a bit of time so I elected to depart before the fly in activities were to commence on the field. I departed on runway 02 (the wind actually favored this runway) between 10:45 and 10:50, and was informed there had been an accident as I landed in KASH about 20 minutes later. Media photos confirmed to me that the accident aircraft was in fact the same aircraft I have referenced in this document.

I was slightly surprised to hear that the pilot was from the local area considering the initial call he had made referencing runway 22.

Mark A. Murray

