

From the Desk of:

Antony Wanjau

Line Service Technician

Augusta Aviation Inc.

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AIRCRAFT TYPE: Beechcraft Baron TAIL NO. : 60SH LOCATION: Daniel Field

DATE: February 23, 2020

TIME: Approx. 1415hrs EST

WEATHER CONDITIONS: Clear sky, mild wind and favoring runway 11.

I first noticed the aircraft flying west parallel to runway 11/29 as the pilot had made a call to land on runway 11. I then got on a Tug and positioned myself on the north side of the ramp so as to marshal the aircraft to a parking spot. At this point I noticed the aircraft make two left turns and line up with runway 11 but noticeably higher than usual for aircrafts landing on that runway.

Start of runway 11: The Aircraft was in a pitch down position when I noticed a reduction in engine power (engine sound reduced almost silent) and a noticeable loss of altitude quickly followed. The aircraft then glided at a constant altitude still higher than usual for landing.

About halfway down runway 11: I noticed what looked like the pilot making an attempt to go around. This is due to the fact that I saw the aircraft pitch up and engine sound increase but immediately noticed the propellers on both engines stop rotating (like an engine shut down). The main and nose gear was down as well.

The aircraft then lost altitude, hard landed at the intersection of the runways at a high speed bouncing once and rolling off beyond the runway towards the fence and Highland Avenue.

I then quickly drove off towards the crush site with fire extinguishers at hand. 3 airport staff were first on site (Daniel Matson, Dustin Raines and myself). The pilot was conscious and fully aware of his surroundings but bleeding on his forehead. No other passengers were on board. As my colleagues attempted to pull the pilot out I sprayed the fuel to reduce the chances of a fire.

Once the pilot was out we stepped back from the aircraft and the fire department then arrived and spread down the aircraft. There was no fire damage.

Gunther Todd

From: [REDACTED]
Sent: Monday, February 24, 2020 11:25 AM
To: Steven Gay
Subject: 60SH

Concerning 60SH,

On 2/23/20, at approximately 0210 hrs. Daniel Matson, Dustin Raines, and I were standing on the ramp in front of the FBO on the south side. We observed a twin engine aircraft enter the left down wind for runway 11. We continued to observe the aircraft's base and final approach to runway 11 while discussing the what type of aircraft it was. It seemed a bit high on final approach and continued down the runway while trying to descend, but seemed unable to do so. We all reacted by verbally stating "go around go around" when the aircraft reached midfield and had not touched down. The aircraft finally touched down about 3/4 of the way down runway 11 around the intersection of runway 11 and 23. as it progressed down the runway and passed out of sight behind the maintenance I dispatched Dustin Raines and Daniel Matson to the crash sight and went inside to call 911 and Mr. Steve Gay.

Barry Gant

Gunther Todd

From: [REDACTED]
Sent: Wednesday, February 26, 2020 2:11 PM
To: [REDACTED]
Subject: Dan Matson Statement on 60SH

Good afternoon,

Below is my witness statement for the incident involving 60SH on 2/23/2020.

At approximately 2:10 PM on Sunday afternoon, I was standing on the Augusta Aviation ramp with Dustin Raines and Barry Gant. While we were talking in between our flights we noticed a twin engine airplane on a left downwind to Runway 11. As the airplane was entering short final, we were discussing its type and speed. As 60SH continued down the runway the three of us who were present commented on his height above the runway and remarked that he needed to execute a go around. Once 60SH was over the second half of runway 11, it appeared he no longer had power to either engine. We witnessed him touch down close to the intersection of Runways 29 and 23. Immediately after the airplane touched down, he disappeared from our view behind the Augusta Aviation maintenance hanger. Barry and Dustin immediately responded by dialing 911 and informing the FBO of the incident. I immediately retrieved a golf cart from the hangar to take to the airplane. When I reached the airplane, it had run through the airport fence off of the departure end of Runway 11, and come to a stop on the opposite side of Highland Avenue. When I made it to the airplane I could see and hear that it was rapidly leaking fuel. As Tony responded immediately behind me with a fire extinguisher, I made an effort to open the right side door to get to the pilot. He was conscious but bleeding from the head, and told me it would take a second for the pressure to release and the door to open. Once we got the door open, I assisted Mr. Stuntz out of the airplane and drove him in the golf cart to the FBO where EMT's were appearing on the scene. After the incident, I spent the next two hours or so assisting as needed and driving first responders between the FBO and the scene of the incident.

If there is anything else you need from me, please let me know.

Sincerely,

Dan Matson
Certified Flight Instructor, CFI-I, MEI
[REDACTED]

Gunther Todd

From: Dustin Raines [REDACTED]
Sent: Wednesday, February 26, 2020 3:04 PM
To: Steven Gay
Subject: Eye witness report

At approximately 2:10 I was standing with Dan Matson and Barry Gant in front of the FBO waiting for my student to be ready for his flight when I heard a twin fly over-head and enter a very short left downwind for runway 11. I watched as the aircraft turned base to final and the three of us were trying to determine the aircraft type. On short final I noticed that the airplane was high and fast and commented that to Dan and Barry. As we all watched i was saying "get it down, get it down" until I saw him reach mid-field and recognized he wouldn't have enough runway. At this point I started exclaiming "Go-around! Go-around!" I then saw the aircraft slightly pitch his nose up as if he were attempting a go-around and the props suddenly stopped spinning. It was at this point I realized that he was going to have to commit to landing and I watched him force the aircraft down right about where the runways intersect. I saw the aircraft rolling out at around 60-70 knots and knew he wasn't going to be able to stop, as he disappeared behind the maintenance hanger I immediately pulled out my phone and called 911 as Dan drove over on the golf cart. Then while speaking to the 911 operator I ran over to the scene and gave them all of the information they needed. 911 instructed me to keep the scene clear in case of fire and I watched Paul climb from the wreckage with a minor abrasion to his forehead. Tony was then spraying the right engine with an extinguisher to prevent a fire as the fuel poured out of the right wing. Once we got Paul out I turned and cars were trying to drive through the parts of downed fence that remained in the road. I informed a driver that the plane could catch fire and he needed to move his vehicle as a good samaritan kept people coming into the area from the other side. I then held traffic on the right side of the accident wheels Dan helped Paul onto the golf cart to be taken back to the FBO. Fire and Rescue then arrived and an officer took over my duties so I could guide the ambulance over to the FBO. I then walked back to the FBO where I saw that a fire fighter was already taking care of Paul. The paramedics stepped in and I then went to close runway 11/29 with Mike Izzi.