#### DEPARTMENT OF TRANSPORTATION I. Name of Reporting Facility: 2 Repo Number FEDERAL AVIATION ADMINISTRATION Clarksburg ATCT CKB-ATCT-0160 3. Aircraft Identification and Type: PERSONNEL STATEMENT N508GT, BE90 4 Location of Accident/Incident: 5. Eate/Time of Accident/Incident (UTC) Morgantown, WV June 22, 2012, 1401 UTC 6. Name (Operating Initials): 7. Title: 8. Position and Time (UTI Anthony M. Pisanti (PI) ATCS AE AP 1 30-1501 UTC Complete in accordance with FAA Order 8020.16, Air Traffic Organization, Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circu astances surrounding this accident/ incident. Speculations, hearsay, opinions, conclusions, and/or other extranec is data are not to be included in this statement. This statement may be released to the public through the Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be helid printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement. ■ ORIGINAL □ SUPPLI MENTAL 10. TEXT OF STATEMENT: ☑ COMMENT ☐ NO COMMENT Radar IDENTIFIED N.5084T BE90 9 MILES EAST OF MORGANTOWN AIRPORT. ADVISED A/C TO Maintain VFK. Expect Ry18 AND ADVISE when He Had The weather. ADVISED N86T That AIRPORT Was 12°Clock AND APPROX.

5 Miles Contact Tower. NO RESPONSE FROM A/C

MADE Several Attempts To Contact A/c with NO

I Do NOT Recall The Valious Settings OF Tie

12. Date of Signature

7/16/12

Operational Equipment.

RESPONSE.

11. Signature of Witness:

CKB-ATCT-0160 N508GT

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4. Location of Accidemt/Incident.  Morgantown, WV  S. Date/Time of Accident/Incident (UTC): June 22, 2012, 140  UTC  6. Name (Operating Initials): Emily Ensworth (EE)  9. Complete in accordance with FAA Order 8020.16, Air Traffic Organization, Aircraft Accident and Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Persor nel Statements. The purpose or provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this accident/ incident. Speculations, hearsay, opinions, conclusions, and/or other extranex us data are not to be included in this statement. This statement may be released to the public through the Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be him and printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.  © ORIGINAL © SUPPLI MENTAL  COMMENT © NO COMMENT  OR COMMENT NO COMMENT				CKB-ATCT-0160	
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I Called Morgantown Tower with the VFR Inbound information on N508,GT.	provide any facts within your personal knowsurrounding this accident/ incident. Speculi included in this statement. This statement ractivities including pretrial discovery, deposing by you, and your signature below ce	ritiges the accuracy of the ac	a complete understanding of the purious complete understanding of the second conclusions, and/or other expublic through the Freedom of testimony. This statement is the statement. It will neither be	rpose c he circu extraned f Inform to be ha e edited	this statement is to instances us data are not to be ation Act or litigation ad printed and nor typed and, once
I called Morganhown Tower with the VFR Inbound information on N508,GT.	10. TEXT OF STATEMENT:		☑ ORIGINAL ☐ SU	J <u>PP</u> LI	MENTAL
VFR Intound information on N50Eigt.  I don't zecall the various setting of the operational equipment.	I Called Mora	MOWN	TOWPP W	11:44	1.HP
VFK Inbound information on N508,GT.		·		), i	1 110
I don't recall the various setting of the operational equipment.	NHK IUROPUS IUS	PORMOHI	on no	30	GT.
	I don't recall the operation	the var	zious sett prvent.	JUÉ	3 OF
		•			

12. Date of Signature.

Signature of Witness

FAA Form 8020-26 (12-10)

From: "Michael Clow" To:

Date: 06/22/2012 02:00 PM

Subject: Fw: N508GT / Nemacolin Airport

---- Original Message -----From: John (Mick) Galusky [mailto: Sent: Friday, June 22, 2012 12:36 PM To: Michael Clow Kenneth Myers Cc: Jackie Marhefka <

Subject: N508GT / Nemacolin Airport

Sir,

Kenny and I spoke to the Director at Nemacolin Airport, Mr. Joe Brown at

Mr. Brown provides that N508GT landed as scheduled, 0945R 22 JUN 12 at Nemacolin Airport to drop Three (3) passengers and departed Nemacolin Airport at 0953R 22 JUN 12 to the South.

Pilots name Richard Lambert, Phone: Mr. Brown initially reported there was a Co-Pilot. However, Mr. Brown has since confirmed from the passengers account that N508GT had a single crew, NO Co-Pilot.

N508GT was scheduled to return 23 JUN 12 to pick up the same Three (3) passengers. Spokesman for the passengers, and One (1) of the Three (3) , who is standing by passengers is Mr. Richard Ozbourne, Cell his phone to answer any official inquiries.

Mick



Todd Gunther Air Safety Investigator Eastern Region

Date: June 26, 2012

Person Contacted: Joe Brown (Director of Safety & Security, Nemacolin Woodland Resort)

NTSB Accident Number: ERA12FA409

They landed around 0944 on Runway 23 and did a quick turnaround. Owner was with a woman and a man. They took off around 0953 from runway 23.

One of our security officers, Laura Wood, met them on arrival and assisted them as they got on the bus.



Todd Gunther Air Safety Investigator Eastern Region

Date: June 26, 2012

Person Contacted: Laura Wood (Security Officer, Nemacolin Woodland Resort)

NTSB Accident Number: ERA12FA409

The airplane came in and parked for drop off. The shuttle bus then pulled in and the pilot shutdown both engines.

I overheard him say that he would be "back here around 11 tomorrow". He then got back in the airplane, started both engines, idled for about 2 minutes, and then taxied for takeoff.

I had never met or heard of the passengers onboard the airplane before.



Todd Gunther Air Safety Investigator Eastern Region

Date: June 27, 2012

Person Contacted: Richard Osborne (Airplane Owner)

NTSB Accident Number: ERA12FA409

The pilot had been into Nemacolin approximately 5 times before.

He managed and flew the airplane for us.

After he dropped us off he was going to fly to Morgantown, West Virginia, refuel the airplane, spend the night, then fly back to Nemacolin.

"I really don't know much else".

		TIME	DATE			
RECORD OF VI	SIT CONFERENCE OR TELEPHON		06/29/2012			
NAME (S) OF PERSON (S) CONTACTED	OR IN CONFERENCE AND LOCATION		ROUTING			
Dave George, Witness			SYMBOL INITIALS			
	•					
Gregory A. Travis, A	viation Safety Inspector					
SUBJECT						
Telephone conversati	on regarding weather conditions at t	time of accident of				
N508GT.						
DIGEST	11 11 11 11 11 11 11 11 11 11 11 11 11	TEOOCH that are and a	on 6/22/2012			
Mr. Dave George, a w	vitness to the aircraft accident of N	1508GT LNAT OCCURRED	UII 0/22/2U12,			
contacted me on this	date to ask if he could return to w	vork cutting timber a	cross the road			
Contacted me on this	, date to aby it he could return to v					
where the accident h	nad occurred. After contacting the NI	SB Accident IIC, I r	eplied that he			
where the accident had occurred. After contacting the NTSB Accident IIC, I replied that he						
could return to work. The NTSB IIC, Todd Gunther, requested that I also ask Mr. George to						
describe the weather conditions just prior to the accident. Mr. George stated that the						
weather was cloudy with lightning and thunder and that it had just started sprinkling when						
weather was cloudy w	vich righthing and changer and that i	- Inda just started a	.t			
he heard a loud bang, turned and saw the aircraft across the road.						
no neara a road sang	,,					
			<del></del>			
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CONCLUSION, ACTION TAKEN, OR REQUIRED						
		·				
DATE	TITLE	IGNATURE				
06/29/2012	ASI, AEA-FSDO-09	Gregory A.	Travis			



Todd Gunther Air Safety Investigator Eastern Region

Date: June 29, 2012

Person Contacted: David George

NTSB Accident Number: ERA12FA409

Mr. George stated that he was clearing trees on the opposite side of the road when the accident happened.

It was thundering and a little cloudy, and then it started "sprinkling".

He heard a "Bang" and then "saw it coming down, it was coming down, upside down".

He went across to see if he could help but there was nothing that he could do.

About 20 minutes later it stopped sprinkling.



Todd Gunther Air Safety Investigator Eastern Region

Date: June 29, 2012

Person Contacted: Sharon Lambert (Spouse) NTSB Accident Number: ERA12FA409

According to Mrs. Lambert, her husband had no recent health concerns or physician visits.

He had no recent changes in his cardiac history such as chest pain, pressure, shortness of breath, increasing fatigue, dizziness, or light headedness.

He also had no recent changes to his vision and ate and slept well.

He had his own company (Lambert Aviation). He would flight instruct and would fly for Mr. Osborne. He had been employed by him at one time but now was a contractor.

He would flight instruct for "ATM".

He was in the Army and loved to fly. He flew in Vietnam.



Todd Gunther Air Safety Investigator Eastern Region

Date: July 31, 2012

Person Contacted: Patrick Saffer (Assistant Superintendent, Coopers Rock State Forest)

NTSB Accident Number: ERA12FA409

I had a report from a jogger of an explosion.

I went up the road and noticed the accident site and that EMS was on site already.

I saw the pilot. He was not wearing any kind of pilot uniform, or oxygen mask, I also did not see a helmet of any type.

Everything was spread out all over.