



**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT**

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|---|------------------------------------|
| 1. Name of Reporting Facility: Clarksburg ATCT | 2. Report Number: CKB-ATCT-0160 |
| 3. Aircraft Identification and Type: N508GT, BE90 | |
| 5. Date/Time of Accident/Incident (UTC): June 22, 2012, 1401 UTC | |

4. Location of Accident/Incident:
Morgantown, WV

| | | |
|--|-------------------|--|
| 6. Name (Operating Initials): Anthony M. Pisanti (PI) | 7. Title: ATCS | 8. Position and Time (UTC): AE AP 1 30-1501 UTC |
|--|-------------------|--|

9. 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 circumstances surrounding this accident/incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous 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 hand 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.

10. TEXT OF STATEMENT: ORIGINAL SUPPLEMENTAL

COMMENT NO COMMENT

Radar identified N508GT BE90 9 miles EAST OF MORGANTOWN AIRPORT.

ADVISED A/C TO MAINTAIN VFR, EXPECT RY18 AND ADVISE WHEN HE HAD THE WEATHER.

ADVISED N86T THAT AIRPORT WAS 12 O'CLOCK AND APPROX. 5 MILES CONTACT TOWER. NO RESPONSE FROM A/C

MADE SEVERAL ATTEMPTS TO CONTACT A/C WITH NO RESPONSE.

I DO NOT RECALL THE VARIOUS SETTINGS OF THE OPERATIONAL EQUIPMENT.

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|-------------------------------|-----------------------------------|
| 11. Signature of Witness: | 12. Date of Signature: 7/16/12 |
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**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT**

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|--|--|
| 1. Name of Reporting Facility: Clarksburg ATCT | 2. Report Number: CKB-ATCT-0160 |
| 3. Aircraft Identification and Type: N508GT, BE9 | |
| 5. Date/Time of Accident/Incident (UTC): June 22, 2012, 140 UTC | |
| 6. Name (Operating Initials): Emily Ensworth (EE) | 8. Position and Time (UTC): RAE 130-1414 UTC |

4. Location of Accident/Incident:
Morgantown, WV

7. Title:
ATCS

9. 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 circumstances surrounding this accident/incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous 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 hand 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.

10. TEXT OF STATEMENT: ORIGINAL SUPPLEMENTAL

COMMENT NO COMMENT

I called Morgantown Tower with the VFR inbound information on N508GT.
I don't recall the various settings of the operational equipment.

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|-------------------------------|-------------------------------------|
| 11. Signature of Witness: | 12. Date of Signature: 6/27/2012 |
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From: "Michael Clow" [REDACTED]
To: [REDACTED]
Date: 06/22/2012 02:00 PM
Subject: Fw: N508GT / Nemaocolin Airport

----- Original Message -----

From: John (Mick) Galusky [mailto:[REDACTED]]
Sent: Friday, June 22, 2012 12:36 PM
To: Michael Clow [REDACTED]
Cc: Jackie Marhefka <[REDACTED]>; Kenneth Myers
<[REDACTED]>
Subject: N508GT / Nemaocolin Airport

Sir,

Kenny and I spoke to the Director at Nemaocolin Airport, Mr. Joe Brown at [REDACTED].

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

Pilots name Richard Lambert, Phone: [REDACTED] 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) passengers is Mr. Richard Ozbourne, Cell [REDACTED], who is standing by his phone to answer any official inquiries.

Mick



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: June 26, 2012
Person Contacted: Joe Brown (Director of Safety & Security, Nemaquin 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.



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: June 26, 2012
Person Contacted: Laura Wood (Security Officer, Nemaocolin 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.



RECORD OF CONVERSATION

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 Nemaocolin 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 Nemaocolin.

“I really don’t know much else”.

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|--|---------------------------|--------------------------------|--------------------|
| RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL | | TIME 12:05 PM | DATE 06/29/2012 |
| NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Dave George, Witness | | ROUTING | |
| | | SYMBOL | INITIALS |
| Gregory A. Travis, Aviation Safety Inspector | | | |
| | | | |
| SUBJECT Telephone conversation regarding weather conditions at time of accident of N508GT. | | | |
| DIGEST Mr. Dave George, a witness to the aircraft accident of N508GT that occurred on 6/22/2012, contacted me on this date to ask if he could return to work cutting timber across the road 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 he heard a loud bang, turned and saw the aircraft across the road. | | | |
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| CONCLUSION, ACTION TAKEN, OR REQUIRED | | | |
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| | | | |
| DATE 06/29/2012 | TITLE ASI, AEA-FSDO-09 | SIGNATURE Gregory A. Travis | |



RECORD OF CONVERSATION

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.



RECORD OF CONVERSATION

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.



RECORD OF CONVERSATION

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.