

## Rutherford, Michael A (FAA)

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**From:** Miller, Mark (FAA)  
**Sent:** Tuesday, September 02, 2014 7:57 AM  
**To:** Rutherford, Michael A (FAA)  
**Subject:** FW: Aircraft Accident Cuyahoga County Airport August 25, 2010

Mark W. Miller  
Aviation Safety Inspector  
Air Carrier/Operations  
CLE FSDO

[REDACTED]  
[REDACTED]

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[Click here to send us your feedback](#)

**From:** Thomas Willson [mailto:[REDACTED]]  
**Sent:** Thursday, August 28, 2014 4:03 PM  
**To:** [REDACTED]  
**Cc:** Miller, Mark (FAA)  
**Subject:** Aircraft Accident Cuyahoga County Airport August 25, 2010

Dear Mr. Rutherford:

Below, please see comment regarding crash of light aircraft August 25, 2014 at the Cuyahoga County Airport (KCGF).

Last Monday evening, I landed Cleveland Cuyahoga County Airport approximately 2230 in Citation XLS+ N814PE. Runway in operation was 6. After exiting the runway I taxied the aircraft to The FBO, Cleveland Jet Center, located on the Northeast side of the airport. The aircraft was parked facing Southwest. Taxi time was approximately 6 minutes.

After shutdown, the cabin door was opened and the passengers deplaned and left the area through the FBO building. The First Officer remained on board to clean up and I proceeded to the aft exterior baggage compartment located on the left side of the aircraft (South side).

Greeting me was the Cleveland Jet Center Line Service personnel. As we were discussing services one line person motioned toward an aircraft traveling Eastbound. Upon a closer look someone commented that that the airplane looked "strange." At this point I noticed that the navigation lights did not seem to be in the normal position (I could see all three at the same time) and that the trajectory of the aircraft was completely out of the ordinary. The lineman and I both commented that the plane was going "in." After passing the end of the runway it went out of site behind the tree line near Bishop Rd and Curtis Wright Parkway.

From my vantage point, the airplane appeared to be banked to the left, probably 60 degrees (from the position of the nav lights this seems a reasonable assumption) or more and increasing prior to impact. It appeared to be falling rather than flying. It looked like an arc passing over the approach end of runway 24 and ending behind the tree line. From when I noticed the aircraft to it passing out of site, elapsed time was about 4-6 seconds. The lineman immediately contacted 911 and the emergency response parties were sent. After walking about 30 yards South, we could see the fire of the crash site to the East and North of the runway.

One other observation is that the airport was not busy. The only other aircraft I noticed was a radio transmission from the Tower to an aircraft on the ground. The Tower contacted the aircraft to tell them that they were taxiing to the "wrong runway." I am not sure if this was the same aircraft involved in the crash.

Please contact me to if you need to discuss or need any additinql comment.

Sincerely,

Tom Willson  


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Regarding the incident at KCGF on 8/25/2014

Location: Nextant Aerospace Hangar 7

I observed 4 individuals walking to the C172 airplane at around 9:00 to 9:15pm. They started the aircraft shortly after. The aircraft idled at the tie down area for what seemed to be an extended period of time, approximately 20 to 30 minutes.

I heard the aircraft power up and taxi out of the tie down area and head northeast toward the other end of the airport. I did not notice anything abnormal in the sound of the engine either at idle, or when it powered up to taxi out.

I do not recall seeing or hearing the aircraft return to this end of the airport or taking off.

  
Scott Wallen

To: Mike Rutherford - FAA

08/30/14

### The crash of N4207P in my words

The date was Monday 08/25/14. I'm not certain of the time, approx. 2100, but the first time I noticed N4207P was as the aircraft was taxiing down taxi way "Alpha" and sitting in front of the Cleveland Jet Center.

I was working the ramp area in front of the Cleveland Jet Center hangar along with my co-workers Gary Holmes, and Sam Callari moving aircraft on our ramp stacking the hangar. I was not paying close attention to what was going on with N4207P (run up?) until I was again noticed them taxiing by us on taxi way "Charlie" heading west towards the Nextant/T&G ramp area.

The next time I noticed the aircraft was on departure (approx. 2150) as I was walking across the CJC hangar floor facing south towards the ramp. I saw the aircraft gaining altitude, but then watched it drop suddenly, maybe 20 feet, but then the aircraft recovered and began to slowly gain altitude again.

I shouted at Gary and asked "What the hell was that?" and he answered "I don't know, but I think the engine quit for a second." At that point, we all three watched the aircraft slowly gain altitude, but when the aircraft got to the end of the runway/field, the aircraft rolled to the left suddenly and fell out of the sky! I couldn't believe my eyes! I'd just witnessed a plane go down and crash! Gary and I both got on our 2-way radios to our Customer Service Rep., Marie Crow to call 911 and CGF Ground crew that an aircraft had crashed. I'm not sure if the engine stopped, or if the aircraft didn't have sufficient lift, but I saw it roll to the left and fall to the ground.

I was shaking inside and probably on the outside too, and I didn't know what to do at that point. In couple of minutes, I saw the flames rising from the wreckage. There wasn't a "fireball" type explosion on impact, well, at least from what I saw. From my vantage point, I didn't see the actual impact of the aircraft due to southerly tree line and the way land at the end of the runway drops in elevation. I didn't know if the crash site was on the airport property, or maybe on the golf course, but I could see the flames. I felt helpless watching the flames knowing people in the aircraft are probably burning to death. I'm familiar with the cabin on a 172, and I know it is very tight quarters. If the aircraft is crushed and mangled, it would be very difficult to escape the wreckage, especially if the pilot/pax were seriously hurt already.

For what seemed a long time, though I'm sure it was mere minutes, I finally began to see and hear emergency crews making their way to the crash scene. I saw them from the west on Richmond Road, and then up Bishop Road from the south. I was also frustrated at the lack of a presence from the CGF ground staff. They didn't seem to have fire equipment other than an old Chevy pickup with "portable" fire equipment in the bed of the truck.

Since I still thought the wreckage might be on the airport field, and a man finally drove out of their garage, I motioned, and yelled at him to hurry up and get to the end of the runway. He looked to be driving slowly and he never engaged his emergency lights. The seemingly lack of urgency left me frustrated and caused even more nervousness. In hindsight, I'm thinking since the tower may have known the wreckage was off airport property, the CGF fire equipment wouldn't be used. It just seems to me, that truck could've made a difference if it were on the crash scene first. I'm unfamiliar with CGF Ground procedures regarding fire, so my frustration may have been all of my own doing.

As more and more emergency equipment arrived at the crash scene I began to notice less "orange" from the flames and an increase in "white" smoke indicating to me the burning would end soon. I felt slight relief. After the flames were out, I'm wondering to myself, "What do we do from here?" My General Manager, Aaron Thayer rushed to FBO to assist, and we immediately began to go through fueling records and testing the quality of our 100LL Avgas truck and fuel farm.

Later in the evening, some mechanics from Nextant Aerospace made their way down to CJC and asked if I had witnessed the crash. I had said yes, and they advised me they witnessed four young men walk from T&G's ramp area to the CGF Tie-down area to board the aircraft. My heart took another blow learning four young lives had just been taken.

I'm handling the crash okay at this point, but the rolling of the aircraft and falling to the ground replays in my mind frequently. I've worked in aviation for over twenty years and have been an aviation enthusiast my entire life. This event has reinforced just how delicate flight is and how the utmost care in all areas of flight must be taken. The accident has put somewhat of a fear in me of flying in piston powered aircraft which has never been there. For that, I'm also feeling down. I hope I can recover from this feeling because I love to fly!

This is all the info I'm able to give you at this time. Thank you for your time in reading this statement.

If you need me to answer any questions, please contact me using any of the following contact information.

Regards,

Scott A Purvis

[REDACTED]  
[REDACTED]  
[REDACTED]

On Monday, August 25<sup>th</sup>, 2014 at approximately 9:52pm (Eastern Standard Time), I was assisting two of my co-workers from the Cleveland Jet Center, Scott Purvis and Gary Holmes with an aircraft that had just parked on our ramp in front of our hangar. The weather was warm with partly cloudy skies, and not much of a breeze. It was nightfall and pretty dark out. 10 minutes prior, I had noticed a small Cessna aircraft on the taxiway, in front of our hangar, heading down the taxiway towards the Richmond Road direction. The aircraft (pilot) looked confused as to where he should take off from. I had made a comment to my co-worker, Gary, about this aircraft stopping and driving slowly on the taxiway. The Cessna aircraft reached the airport runway and began to takeoff towards the Bishop Road direction.

As Scott, Gary, and myself began to assist the parked jet on our ramp, I heard an engine of a plane in the sky cut out and make no noise besides a circling propeller. I immediately looked up and saw the small Cessna aircraft only a few hundred feet in the air shortly after takeoff. I heard the engine cut off and the plane began to descend towards the ground roughly 10 to 20 feet. As I watched the plane begin to drop down from the sky, the engine re-started. I looked at my co-worker, Gary Holmes, and told him that "I have only had this job for one week, and I know that's not supposed to happen."

I kept my eyes on the plane as the aircraft began to rise in elevation a few more hundred feet. But the aircraft was not elevating in a straight flight pattern. The wings of the aircraft were not even. The plane was slightly beginning to swerve towards the right. As soon as the Cessna aircraft reached flight over Bishop Road, it started to turn left towards the Chardon Road direction. As soon as the aircraft turned, I heard the engine once again cut off and the plane nose-dived directly into the ground. A bright light of white and yellow followed by fire and smoke began to erupt from the plane crashing into the ground.

I immediately began to walk forward in total disbelief as to what I had just witnessed. I was completely numb and in total shock. One of my co-workers paged our front desk representative to call for help. I stood on the ramp and watched as police, fire trucks, and ambulance sirens filled the area. About 3-5 minutes passed by, and an airport grounds crew member drove by us on the taxiway in a yellow pickup truck heading towards the crash site.

Samuel Callari



**Police Statement**

**Sean Meredith**

Coming back from 9:00p.m break saw four males, young ages from 20-29 tallest being max of 6' tall, one male carrying a carry on bag walking past hanger 6 towards hanger 7, witnessed engine run over in airplane tie down area next to hanger 7 for about 30 minutes never saw aircraft after that and an hour later got report of aircraft going down.

  
Sean Meredith



**Police Statement**

**Steven A. Watkins**

Coming back from 9:00p.m break saw four males, young ages from 20-29 tallest being max of 6' tall, one male carrying a red carry-on bag with black trim, passing between 2 aircraft we had one the ramp. They headed toward the tie down area in front of our hanger complex. They had loaded into a 172, I noticed the flaps had been deployed while on tie down.



Steven A. Watkins

# WILLOUGHBY HILLS POLICE DEPARTMENT

## Witness Statement

Incident No. 20-206

Place Statement Obtained <u>SCSNZ</u>	Date of Statement <u>8/25/14</u>	Time of Statement <u>2242</u>
Name <u>Cameron Schiberl</u>	Date of Birth [REDACTED]	Last 4 of Social Security Number [REDACTED]
Address [REDACTED]	Home Phone [REDACTED]	Business Phone [REDACTED]

I, Cameron Schiberl, state before I was questioned, POA PIKETT identified him/herself to me as a Police Officer. I do hereby voluntarily and of my own free will make the following statement without having been subjected to any coercion, unlawful influence, or unlawful inducement.

I saw the plane take off ~~and~~ normally then it seemed to stall out which then it nose ~~d~~ dived into the ground where it then caught on fire.

I further state, I have read this entire statement consisting of \_\_\_\_\_ pages, initialed all pages and corrections, signed this statement, and it is correct and true as written.

Signature of Witness Making Statement  
[REDACTED]

Date  
8/25/14

Police Officer Signature  
[REDACTED]

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Other Witness \_\_\_\_\_

17-010002-0100

# WILLOUGHBY HILLS POLICE DEPARTMENT

## Witness Statement

Incident No. 29204

Place Statement Obtained <u>Bishop + Curtis Wright</u>	Date of Statement <u>8/25/14</u>	Time of Statement <u>2240</u>
Name <u>MARK GERALD</u>	Date of Birth [REDACTED]	Last 4 of Social Security Number [REDACTED]
Address [REDACTED]	Home Phone [REDACTED]	Business Phone

I, MARK GERALD, state before I was questioned, TR. PILCETT identified him/herself to me as a Police Officer. I do hereby voluntarily and of my own free will make the following statement without having been subjected to any coercion, unlawful influence, or unlawful inducement.

I was sitting on my porch, I heard a airplane, that sounded like it was having engine trouble. Next thing I heard was a boom. I ran into Bishop Rd and ran south and saw a plane in the road. As I approached <sup>me</sup> it approached, it exploded. I tried to get close but everytime I did, heat and flame would flare up, making approach impossible

I further state, I have read this entire statement consisting of 1 pages, initialed all pages and corrections, signed this statement, and it is correct and true as written.

Signature of Witness Making Statement: [REDACTED] Date: 8.25.14 Police Officer Signature: [REDACTED]

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Other Witness \_\_\_\_\_

# WILLOUGHBY HILLS POLICE DEPARTMENT

## Witness Statement

Incident No. 28-204

Place Statement Obtained <u>Scene</u>	Date of Statement <u>8/25/14</u>	Time of Statement <u>2240</u>
Name <u>Matt Olynyk</u>	Date of Birth [REDACTED]	Last 4 of Social Security Number [REDACTED]
Address [REDACTED]	Home Phone [REDACTED]	Business Phone [REDACTED]

I, Matt Olynyk, state before I was questioned, PO Pickett identified him/herself to me as a Police Officer. I do hereby voluntarily and of my own free will make the following statement without having been subjected to any coercion, unlawful influence, or unlawful inducement.

I saw the plane crash into the ground

Plane appeared to sputter and stall, turned left and then curved straight into the ground. It went down the runway and took off just fine prior to this.

NOSE First

I further state, I have read this entire statement consisting of \_\_\_\_\_ pages, initialed all pages and corrections, signed this statement, and it is correct and true as written.

Signature of Witness Making Statement  
[REDACTED]

Date  
8/25/14

Police Officer Signature  
[REDACTED]

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Other Witness \_\_\_\_\_

# WILLOUGHBY HILLS POLICE DEPARTMENT

## Witness Statement

Incident No. 28-206

Place Statement Obtained <u>Scene</u>	Date of Statement <u>8/25/14</u>	Time of Statement <u>10:26 Pm</u>
Name <u>Quennell Cochran</u>	Date of Birth [REDACTED]	Last 4 of Social Security Number [REDACTED]
Address [REDACTED]	Home Phone [REDACTED]	Business Phone [REDACTED]

I, Quennell Cochran, state before I was questioned, TRA. PICKETT identified him/herself to me as a Police Officer. I do hereby voluntarily and of my own free will make the following statement without having been subjected to any coercion, unlawful influence, or unlawful inducement.

I was walking along Bishop road getting off at work at ups at 10:00pm I seen the plane take off at Richmond heights airport as normal then I've seen the ~~big~~ plane kind of turn then it stalls and it went straight into a nose dive straight the ground and burst into flames.

I further state, I have read this entire statement consisting of \_\_\_\_\_ pages, initialed all pages and corrections, signed this statement, and it is correct and true as written.

Signature of Witness Making Statement  
[REDACTED]

Date  
8-25-14

Police Officer Signature  
[REDACTED]

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Other Witness \_\_\_\_\_