

Fox Todd

From: Fox Todd
Sent: Wednesday, July 13, 2016 10:35 AM
To: 'Lee Drumheller'
Cc: Richard Simile; Wilfredo.Perez [REDACTED]
Subject: RE: CEN16FA261 -- NTSB Request For Witness Statement (Lee Drumheller)

Importance: High

Mr. Drumheller,

Thank you for emailing your witness statement...

Sincerely,
Andrew Todd Fox
NTSB, Air Safety Investigator

From: Lee Drumheller [REDACTED]
Sent: Wednesday, July 13, 2016 10:05 AM
To: Fox Todd
Cc: Richard Simile; [Wilfredo.Perez](#) [REDACTED]
Subject: RE: CEN16FA261 -- NTSB Request For Witness Statement (Lee Drumheller)

Good Morning Todd,

My apologies for not getting this to you earlier.

On Friday July 8, 2016 at around 4pm I witnessed an airplane take off from the KIWS airport on runway 15. Upon or right before rotation, the forward baggage door on the airplane popped open. As the airplane climbed, I was thinking to myself "keep going straight and level, climb and fly the airplane." Unfortunately, as a pilot, I can see where a baggage door opening during flight can be a distraction. In this scenario, the pilot made the rushed decision to turn crosswind at a very low altitude (maybe 100-150 ft AGL). He was very slow and heavy (4 people, bags, and fuel) on a very high density altitude day, which we all know makes for a dangers maneuver. When he turned crosswind, it was easy to tell he was rushing to get the airplane back on the ground and get the baggage door closed. He neglected to fly the airplane. As he turned downwind, the 20kt headwind he had on takeoff turned into a 20kt tailwind. He lost his airspeed and stalled the airplane. We could see the airplane literally falling out of the sky as he continued to pull up to gain altitude. I have no confirmation, but it is my belief that he may have pulled the power back to save the baggage door. I only make this assumption because a 300hp airplane would have no problem climbing out of a scenario like that if the pilot flew the airplane properly. Unfortunately, as he began to pull back and try to gain altitude, he only further induced a stall/spin scenario. At that point we witnessed the left wing fall and the airplane nosed into the ground from about 100ft AGL.

If you need anything else Todd, please let me know. Again, I apologize for the slow response on this witness statement.

Have a good day

Fox Todd

From: Fox Todd
Sent: Saturday, July 09, 2016 8:24 PM
To: Todd Shackouls
Cc: wilfredo.perez [REDACTED] Fox Todd
Subject: RE: CEN16FA261 -- NTSB Request For Witness Statement (Todd Shackouls)

Mr. Shackouls,

Thank you for emailing your witness statement...

Sincerely,
Andrew Todd Fox
NTSB, Air Safety Investigator

From: Todd Shackouls [REDACTED]
Sent: Saturday, July 09, 2016 12:37 AM
To: Fox Todd
Cc: wilfredo.perez [REDACTED]
Subject: Re: CEN16FA261 -- NTSB Request For Witness Statement (Todd Shackouls)

Dear Sir,

While attending the Texas airplane expo at the main terminal building oh the West Houston Airport (KIWS), I witnessed a Piper PA-32 Saratoga Depart runway 15.

I was on the main ramp area facing East when I saw the subject aircraft on its take off roll. The takeoff run and rotation seemed normal but I immediately noticed the right nose baggage door was fully open and held vertically up by air flow.

I then pointed it out to several other pilots in attendance. The engine seemed to be producing full power, I did notice any abnormal engine noises. I proceeded to watch the airplane climb straight ahead briefly. I estimate from my vantage point that the accident aircraft achieved approximately 300 ft AGL. The aircraft then initiated a left upwind to crosswind turn at which point it appeared the aircraft quit climbing. The subject aircraft continued to turn to downwind at which point I noticed some slight yawing then the aircraft appeared loose altitude. The aircraft then decelerated while still in the turn. The subject aircraft was left wing low and bank angle increasing as it disappeared behind the tree line. Approximately 1-2 seconds after it disappeared from sight I heard the crash and explosion followed by an intense thick column of black smoke. I immediately called 911 from my cell phone and attempted to talk Fire and EMS to the scene. I then responded to the crash sight by personnel vehicle to render aid or assists authorities. I arrived to find the aircraft fully engulfed and mostly consumed by fire. I remained on scene until I gave statement to local Law enforcement and the FAA inspector who responded to the accident.

If I can be of any further assistance please feel free to contact me at your convenience.

C. Todd Shackouls
Sent from my iPad

On Jul 8, 2016, at 20:49, Fox Todd [REDACTED] wrote:

Mr. Todd Shackouls,

Fox Todd

From: Randall Funston [REDACTED]
Sent: Monday, July 18, 2016 10:42 AM
To: Fox Todd
Cc: Wilfredo.Perez [REDACTED]
Subject: PA-32R-300 Accident Witness Statement

Hi Mr. Fox,

On July 8th, 2016 at approximately 4:15 PM CDT, I was on the ramp mid-field of West Houston Airport (KIWS), just off the taxiway west of runway 15-33 visiting with a customer while working at the aircraft expo that was taking place. The afternoon weather was hot and humid. I observed a Piper PA-32R-300 taking off on runway 15. A colleague of mine mentioned that the baggage door was open, and when I looked at the airplane just as it was lifting off I saw that the right-hand nose baggage door was in fact open. The airplane was on a relatively normal climb and at about 150-200 feet abruptly made a 45 degree bank to the left turning cross-wind. This was well below where an airplane would normally begin the crosswind turn. The airplane appeared to be slow and when it went into the bank it ceased climbing. The airplane then decreased its bank angle and was holding altitude on crosswind, and then banked again to what appeared to be 50-60 degrees. For the most part, all I could see was the top of the fuselage and wings. The airplane began losing altitude and appeared to be struggling. The bank angle was decreased to about 30 degrees, now on the downwind leg, was slow and still losing altitude. The engine never stopped running and the landing gear was in the down position. At this time the aircraft entered to what appeared to be an aerodynamic stall. The aircraft began to rapidly lose altitude, and was in a 30 degree left bank nose-down attitude. The airplane disappeared behind the trees and about 1 second later I heard a "thud". 3-4 seconds later a large black cloud of smoke arose from trees.

I then ran on foot to the accident location and arrived about 5 minutes later. When I approached I saw the aircraft completely engulfed in flames. There were two smaller explosions while the airplane was burning. A large tree about 24 inches in diameter was snapped approximately 6 feet above ground level and the tree was lying in the wreckage. At the time I arrived there were about 5 people at the accident location. The police followed by firefighters arrived at the scene a few minutes later.

If you have any additional questions please feel free to contact me anytime.

Sincerely,

Randall Funston
[REDACTED]

Fox Todd

From: Fox Todd
Sent: Wednesday, July 13, 2016 10:35 AM
To: Richard Simile
Cc: Lee Drumheller; Wilfredo.Perez [REDACTED]; Fox Todd
Subject: RE: CEN16FA261 -- NTSB Request For Witness Statement (Richard Simile)

Importance: High

Mr. Simile,

Thank you for emailing your witness statement...

Sincerely,
Andrew Todd Fox
NTSB, Air Safety Investigator

From: Richard Simile [REDACTED]
Sent: Monday, July 11, 2016 10:42 AM
To: Fox Todd
Cc: Lee Drumheller; [Wilfredo.Perez](#) [REDACTED]
Subject: RE: CEN16FA261 -- NTSB Request For Witness Statement (Richard Simile)

Regarding the aircraft accident at KIWS on Friday July 8th at approx. 4:15pm cst.

I was about 350 feet from the rotation of the aircraft at my Mooney aircraft display at the TX Aircraft Expo. I was talking to a prospect about upset recovery. I saw the accident aircraft pre-rotation with the forward right hand side baggage door open and vertical. I explained to the prospect that this will be a none event if the pilot just "Fly's the Aircraft" straight out to 1500' before working the problem. Unfortunately he did not. He did have a slow but positive climb working had a good climb working. That would have been normal for the hot DA and a full fuel aircraft with 300hp. I was watching closely to see if he was "reacting to the situation and I did see some positive wing movements both way but only a few degrees. An obvious aileron reaction to the situation. Unfortunately, immediately after those movements he began what appeared to me to be a 40 degree left turn about even with the departure numbers (end of runway) at about what I think was 125-150 feet. He was now in a downwind turn with a significant tailwind and he would not have been high enough to be out of the "Burple Zone" from the trees at the SW corner of the apt. Maybe he was at the very top of the burble. After the 40 degree turn to about a 340 heading down-wind for 15 I saw the aircraft start descending wings level to about 100-75 feet at which point I believe a positive pitch input (maybe a panic pitch input) was introduced which I believe caused the stall and start of a left spin dive to impact. The distraction of the baggage door, the high DA, the 40 degree turn, the significant tailwind, and the top of the Burble, would have been a hand full for any pilot. But I believe there was one more factor that was a major contributor. I believe he may have been trying to save the baggage door so he could come around, land, secure it and resume the trip. I believe that he may have reduced power to about half at the conclusion of or during the end of the 40 degree turn to take dynamic prop pressure off the door. This led to the unplanned decent due the now quartering tailwind. The probable re-application of power and along with the pitch to stall it torqued rolled the aircraft left as well. He may have thought that because he was now straight and level that he did not need all the power and had a shot

at saving the door. Because of the direction of the wind we did not hear the power changes but power adjustments of 1/3 or 1/2 would have been hard to perceive from where we were. The other possible reason for the left turn was to save the baggage from falling out. I understand that they were loaded and probably would have had baggage up there for ballast.

Todd, If possible, I would like to know the hours of this pilot and how new he was. I believe he was probably not a high time guy and probably a newbie. I cannot imagine a seasoned pilot handling it this way. The situation was perfectly survivable with the only casualty being the baggage door which would probably have departed the aircraft at altitude. VERY SAD and something you would never want to see real-time ever. It has been with us all weekend.

I hope this helps you.

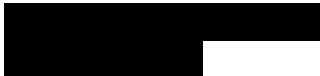
Best Regards,

Richard A. Simile



[REDACTED] Auburn AL Office (AUO)
[REDACTED] Corporate Office (FXE)
[REDACTED] Cell Phone

www.mooney.com



Fox Todd

From: Witness <Witness@ntsb.gov>
Sent: Monday, July 11, 2016 9:46 AM
To: eyewitnessreport
Subject: FW: Partial witness to fatal PA-32 crash at West Houston Airport (KIWS)

From: Andrew Smith
Sent: Monday, July 11, 2016 2:44:46 PM (UTC+00:00) Monrovia, Reykjavik
To: Witness
Subject: Partial witness to fatal PA-32 crash at West Houston Airport (KIWS)

To whom it may concern,

I am a SEL Instrument rated pilot with ~600 hrs of flight time. I was golfing at Pine Forest Country Club on Friday, July 8th. Several holes on the course are just off the end of Runway 15 at West Houston. In between golf shots, I was watching aircraft land and depart from the airport. I watched the Piper taxi to the runway and do a run-up. Everything sounded and appeared normal during the run-up. Additionally, the aircraft did not appear to either rush onto the runway or linger an excessive amount of time before taking the runway. I did not witness the takeoff roll or departure of the aircraft; however, I heard the impact of the crash not too long after the aircraft departed. The sound of the impact was relatively short and sudden. Like a car hitting another car.

If you need to contact me for further information, my contact info is as follows:

Andrew Smith
[REDACTED]

Fox Todd

From: Fox Todd
Sent: Thursday, July 14, 2016 8:24 AM
To: [REDACTED]
Cc: Fox Todd; Woody Lesikar WI [REDACTED]; Wilfredo.Perez [REDACTED] Fox Todd; Moye Melba; Bowling David
Subject: FW: I saw plane crash in Houston, tx

Mr. Blair (Steve) Davis,

Thank you for providing your witnesses statement through our NTSB website...

We also received your complaint about previous low-flying airplanes and reckless pilot behavior at the West Houston Airport (included below)... I have copied Mr. Woody Lesikar, the airport manager at the West Houston Airport.

Sincerely,
Andrew Todd Fox
NTSB, Air Safety Investigator

From: Blair Davis
Sent: Monday, July 11, 2016 7:52:08 PM (UTC+00:00) Monrovia, Reykjavik
To: Witness
Subject: I saw plane crash in Houston, tx

I was driving home and saw this plane crash right in front of me. I estimate watching him for 10-15 seconds before impact. Was in Houston, Tx near West Houston Airport. See article link below.

He was very low doing a sharp nearly 180 U- turn moving somewhat slowly. His wings were nearly vertical with left wing tip pointing to ground. I had a clear view of the whole top of plane being nearly 90 degrees to ground.

Could not see exact impact with building, homes, trees. But saw plume of black smoke, I raced home to see if he hit my house, within 45 seconds. I got to my house, no plane in sight, called 911, turned back to the west southwest and saw smoke, drove to crash sight on 3300 of Longhorn in our neighborhood, no survivors, filmed for a bit. My guess, I was at site within 2 minutes of crash.

To Whom it may concern,

NOT SURPRISED THIS HAPPENED, LOOKS LIKE SAME PATTERN OF RECKLESS PILOT FLIGHT I'VE BEEN SEEING FOR MANY YEARS, COMPLETE DISREGARD FOR PUBLIC SAFETY OF MANY PILOTS. But I don't have all the facts on this crash so won't conclude. Similar pattern though, namely they takeoff in SE direction then instantly start doing a sharp 180 degree while still VERY LOW!!! For no reason. And do this dangerous maneuver over our homes at low altitude with low speed FOR NO GOOD REASON. 98% of land is vacant fields and forest as part of Addicks Reservoir. For decades pilots tookoff properlyfly SE into vacant land, gain speed and altitude, and make simple safe turn to fly north. OFTEN, NO LONGER THE CASE, THESE HOTSHOT RECKLESS PILOTS DISREGARD COMMONSENSE AND FLY WILD WEST.

2) pilots constantly NOT MAKING TAKEOFF, RUN PAST RUNWAY, DRIVE OVER THE PUBLIC ROAD WITH TRAFFIC, AND CRASH INTO FENCE AND DON'T REPORT IT!!! WHY FUSS, BETTER TO KEEP QUIET!!! NO COPS, NO FAA, I'VE BEEN DRINKING, NO REPORTS, SHHHHH!

3) PILOTS CONSTANTLY FLYING NEAR TREE TOP OVER OUR HOMES BACK AND FORTH DOWN LONGHORN DRIVE DESPITE 98% OF LAND BEING VACANT AND SAFE GRASSY FIELDS TO LAND IN IF 911 HAPPENS. ITS OUR WORLD, WE DO AS WE PLEASE, TO HELL WITH PUBLIC PEASANTS ON GROUND, I'M A COCKY PILOT WHO NEVER MAKES MISTAKES OR HAS PROBLEMS.

4) PROFESSIONAL CORPORATE JET PILOTS CONSTANTLY DOING SAME DANGEROUS VERY SHARP 180 TURN AT LOW SPEED AND LOW ALTITUDE RIGHT OVER OUR NEIGHBORHOOD FOR NO REASON, AGAIN 98% OF LAND IS VACANT GRASS LANDS, THOUSANDS OF ACRES TO FLY AND TURN OVER. LOOK AT GOOGLE MAP. YOU CAN SEE IF THEY TAKEOFF SOUTH AND THEN FLY OVER LONGHORN DR THAT RUNS NORTH-SOUTH ITS GUARANTEED THEY MADE A DANGEROUS SHARP MANEUVER FOR NO REASON!!!

5) PILOTS CONSTANTLY DOING DANGEROUS WWII GAMES AND FLYING FORMATIONS WINGTIP TO WINGTIP OR ON TOP OF EACH OTHER VERY VERY CLOSE RIGHT OVER OUR HOMES FOR NO GOOD REASON. I GUESS TO SHOWOFF, FILM, TRY TO IMPRESS? SCREW THE PUBLIC SAFETY, ITS MY WORLD, I DO AS I PLEASE, I'M A GOOD COCKY PILOT WHO NEVER MAKES MISTAKES AND NEVER HAS MECHANICALS, ITS MY DAMN WORLD AND I DO AS I PLEASE, NO COPS, NO FAA, NO NTSBNOBODY TO BOTHER ME AND MY WORLD AND SO WHAT IF I KILL FOLKS ON THE GROUND.

I HAVE ENOUGH COMMONSENSE AS A NON PILOT TO SEE THAT THIS PILOT WAS FLYING DANGEROUSLY FOR NO REASON AND CRASHED AND KILLED 3 OTHERS AND ALMOST KILLED HOMEOWNERS IN THEIR HOUSE. IF HE FLY'S PROPERLY ON TAKEOFF INSTEAD OF A SHARP 180 TURN AT LOW ALTITUDE, HE PROBABLY GETS HOME SAFE. HE HAS THOUSANDS OF ACRES OF GRASSY FIELDS IN FRONT OF HIM. EVEN IF HE HAS A PROBLEM HE CAN EASILY LAND IN GRASS.

I called FAA and spoke with aviation inspector to make formal complaint, Ben Brandon, Houston office, [REDACTED]. He showed no concern, didn't give a damn about anything, wouldn't even get off his lazy ass and come look at the broken fences where planes are constantly over ran runway and never got off ground after they drove plane over Groeshke Rd. thru traffic. I expect same from here. Waste of time.

STEVE,
[REDACTED]

Fiery plane crash kills 4 near West Houston Airport

Will Axford, Houston Chronicle

Updated 8:08 pm, Friday, July 8, 2016

<http://www.chron.com/houston/article/Small-plane-crashes-in-northwest-Houston-8348742.php>

VOLUNTARY STATEMENT

OF

Randall Funston

STATE OF TEXAS §
COUNTY OF HARRIS §

CASE #: _____

Before me the undersigned authority in and for the State of Texas, on this 8 day of July, 2016 A.D., at _____ personally appeared _____, who after being duly sworn deposes and says:

My full name is Randall Alan Funston II and I am a Male. My date of birth is [REDACTED]. My social security number is [REDACTED]. My driver's license number is [REDACTED] issued in the State of Texas. I reside at [REDACTED] Middleton TX [REDACTED]. My home telephone number is [REDACTED]. I am employed by [REDACTED] located at [REDACTED]. My business telephone number is [REDACTED]. I am a student at _____ in the _____ grade.

I have been informed that under the Penal Code of the State of Texas, Section 37.02; A person commits the offense of "Perjury" if, with the intent to deceive, and with the knowledge of a statement's meaning, he/she makes a false statement under oath or swears to the truth of a false statement previously made, and the statement is required or authorized by law to be made under oath.

While visiting w/ a customer on the ramp, I observed what appeared to be a Piper PA-32 scotchga departing Runway 15. When the airplane first lifted off I saw the PRH ~~for~~ nose baggage door open. The airplane made an initial climb to probably 150 feet, and then

Began a shallow bank to the left. The angle of bank increased to about 30 degrees turning left crosswind at which time the airplane ceased to climb and remained level in a left hand bank. The bank angle shallowed to 15° or so, then steeped back up at which time the airplane started losing altitude on the downwind leg. I observed the gear in the down position the entire flight. The airplane continued it's bank, constant lossy airspeed and altitude, turned a total of about 240° at which point it dropped below the tree line. A second later I heard the thud, and 5 seconds later, a massive amount of black smoke arose.

I ran on foot across the airport, exited the airport continued down the street to the accident site.

The airplane was completely engulfed in flames and had occasional small explosions. There were probably 10 people at the site when I arrived, and law enforcement arrived a few minutes later.

I am a certified Airline Transport Pilot and Flight Instructor. Certificate # [REDACTED]



VOLUNTARY STATEMENT
OF

STATE OF TEXAS §
COUNTY OF HARRIS §

CASE #: _____

Before me the undersigned authority in and for the State of Texas, on this _____ day of _____, _____ A.D., at _____ personally appeared _____, who after being duly sworn deposes and says:

My full name is Christopher Todd Shackouf and I am a Airline Pilot. My date of birth is [REDACTED]. My social security number is [REDACTED]. My driver's license number is [REDACTED] issued in the State of Texas. I reside at [REDACTED]. My home telephone number is [REDACTED]. I am employed by [REDACTED] located at [REDACTED]. My business telephone number is [REDACTED]. I am a student at _____ in the _____ grade.

I have been informed that under the Penal Code of the State of Texas, Section 37.02; A person commits the offense of "Perjury" if, with the intent to deceive, and with the knowledge of a statement's meaning, he/she makes a false statement under oath or swears to the truth of a false statement previously made, and the statement is required or authorized by law to be made under oath.

I saw the subject Aircraft Depart Runway 15 at W. Houston Airport w/ Nose Baggage door on Right side of forward fuselage was open Aircraft climbed straight for Approx 1/4 then Turn left in an attempt to come back to the Airport and land lost altitude and crashed into trees east of the airport. I believe it was a stall spin

1001

HARRIS COUNTY SHERIFF'S DEPARTMENT
VOLUNTARY STATEMENT

OF

Richard Siddle

STATE OF TEXAS §
COUNTY OF HARRIS §

CASE #: 2016-100724

Before me, the undersigned authority in and for the State of Texas, on this the 8th day of July, A.D. 2016, at 1:30 (am / pm) personally appeared Richard Siddle who, after being duly sworn, deposes and says:

My full name is Richard Siddle and I am (race) [redacted] (sex) [redacted]. My date of birth is [redacted]. My Social Security number is [redacted] and my Driver's License number is [redacted]. I reside at [redacted]. My home telephone number is [redacted]. I am employed at [redacted].

AL

I have been informed that under the Penal Code of the State of Texas, Section 37.02; A person commits the offense of "Perjury" if, with the intent to deceive, and with the knowledge of a statement's meaning, he makes a false statement under oath or swears to the truth of a false statement previously made, and the statement is required or authorized by law to be made under oath.

^{THE FORWARD}
AT TAKE OFF DOOR CAME OPEN. PILOT CONTINUED DEPARTURE BUT COULD NOT SEE WITH A LITTLE WING NOISE INDICATING HE KNEW HE HAD A PROBLEM. THE DOOR WAS VERTICAL AND COULD BE SEEN IN THE COCKPIT. IT APPEARED THAT THE PILOT PAUSED A BIT AND TURNED AT ABOUT 100 FT. TURNED LEFT, DOWN WIND AND STARTED LOSING ALTITUDE AT WHICH POINT HE PULLED UP AND ENDED A STALL AT WHICH POINT THE AIRCRAFT DROVE ALMOST STRAIGHT IN TURNING SLIGHTLY LEFT BEFORE IMPACT.

HARRIS COUNTY SHERIFF'S DEPARTMENT
VOLUNTARY STATEMENT

OF

JAMES Blessing

STATE OF TEXAS §
COUNTY OF HARRIS §

CASE #: H016-109724

Before me, the undersigned authority in and for the State of Texas, on this the 8th day of July, A.D. 2016, at 11:30 (am/pm) personally appeared James Blessing, who, after being duly sworn, deposes and says:

My full name is James M. Blessing and I am (race) [redacted] (sex) [redacted]. My date of birth is [redacted]. My Social Security number is [redacted], and my Texas Driver's License number is [redacted]. I reside at [redacted] Chandler, AZ. My home telephone number is [redacted]. I am employed at [redacted] 85248

I have been informed that under the Penal Code of the State of Texas, Section 37.02: A person commits the offense of "Perjury" if, with the intent to deceive, and with the knowledge of a statement's meaning, he makes a false statement under oath or swears to the truth of a false statement previously made, and the statement is required or authorized by law to be made under oath.

Airplane took off with ~~the~~ baggage door unlatched / open. After takeoff the airplane failed to gain altitude, turned left and descended slightly (as if turning in the normal traffic pattern, but slight descent). Mid-airport the airplane appeared to try to turn back directly to the runway, the left wing dropped and it descended rapidly to the ground. We then heard the crashing noise and witnessed the smoke from the ground crew. [redacted]

HARRIS COUNTY SHERIFF'S DEPARTMENT
VOLUNTARY STATEMENT

OF

JAMES H. TAYLOR

STATE OF TEXAS §
COUNTY OF HARRIS §

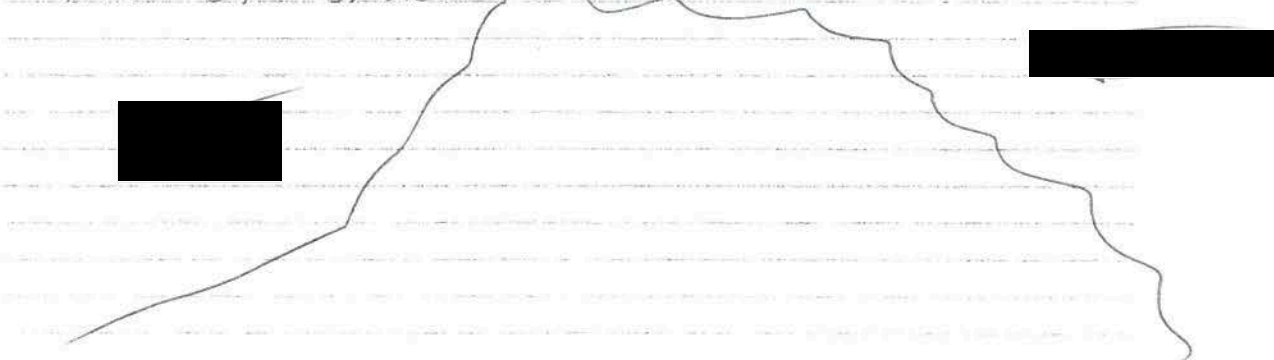
CASE #: 11016-109724

Before me, the undersigned authority in and for the State of Texas, on this the 8 th day of July, A.D. 2014, at 5:12 (am pm) personally appeared JAMES H. TAYLOR who, after being duly sworn, deposes and says:

My full name is JAMES H. TAYLOR and I am (race) (sex). My date of birth is . My Social Security number is , and my Texas Driver's License number is . I reside at McALLEN TX 78501. My home telephone number is I am employed at

I have been informed that under the Penal Code of the State of Texas, Section 37.02: A person commits the offense of "Perjury" if, with the intent to deceive, and with the knowledge of a statement's meaning, he makes a false statement under oath or swears to the truth of a false statement previously made, and the statement is required or authorized by law to be made under oath.

PIPER CASPER N32KK ROTATED ACROSS FROM MY LOCATION ON THE RAMP @ THE FBO. WITNESSED THE FWD BAGGAGE DOOR OPEN. A/C CLIMBED STRAIGHT AHEAD TO APPROX 100-150 AGL THEN TURNED CROSSWIND, LOST 25-50 IN THAT TURN THEN CONTINUED TURN TO DOWNWIND, & CONTINUED TO LOSE ALTITUDE. AIRCRAFT ROLLED HARD LEFT, POSSIBLY SPINNING (LOTS OF TAILWIND @ THAT ALTITUDE). AIRCRAFT WENT BEHIND PINE TREES BETWEEN MY POSITION & THE CRASH LOCATION AT OR NEAR A 90 DEGREE BANK. HEARD THE IMPACT THEN SAW SMOKE.



HARRIS COUNTY SHERIFF'S DEPARTMENT
VOLUNTARY STATEMENT

GARY WECNER OF

STATE OF TEXAS §
COUNTY OF HARRIS §

CASE #: HC16-109724

Before me, the undersigned authority in and for the State of Texas, on this the 8th day of July, A.D. 2016, at 4:55 (am/pm) personally appeared GARY WECNER who, after being duly sworn, deposes and says:

My full name is _____ and I am (race) _____ (sex) _____. My date of birth is _____. My Social Security number is _____, and my Texas Driver's License number is _____ I reside at _____. My home telephone number is _____. I am employed at _____.

I have been informed that under the Penal Code of the State of Texas, Section 37.02; A person commits the offense of "Perjury" if, with the intent to deceive, and with the knowledge of a statement's meaning, he makes a false statement under oath or swears to the truth of a false statement previously made, and the statement is required or authorized by law to be made under oath.

ON JULY 8 AT APPROXIMATELY 1615 HOURS I WITNESSED A PIPER SARATOGA TAKING OFF FROM RUNWAY 15 AT WEST HOUSTON AIRPORT. CONDITIONS WERE SCATTERED CLOUDS WITH APPROXIMATELY 15 KNOT WINDS FROM THE SOUTH. A FORWARD CARGO DOOR ON THE STARBOARD SIDE OF THE AIRCRAFT WAS OPEN. UPON DEPARTURE THE PLANE BANKED LEFT AN CROSSWIND AND IMMEDIATE DOWNWIND IN APPARENT ATTEMPT TO RETURN TO RUNWAY 15 TO LAND. THE AIRCRAFT BANKED AT APPROXIMATE 30° ATTITUDE AND THEN CONTINUED WINGS LOW FLIGHT. THE PLANE APPEARED TO LOSE ALTITUDE AND AIR SPEED. THE AIRCRAFT THEN ROLLED TO THE LEFT AND OBTAINED A NOSE DOWN ATTITUDE. THE AIRCRAFT WAS LOST BEHIND TREES HOWEVER THIS IMMEDIATE SMOKE PLUME INDICATED THE AIRCRAFT HAD CRASHED.

HARRIS COUNTY SHERIFF'S DEPARTMENT
VOLUNTARY STATEMENT

OF

STATE OF TEXAS §
COUNTY OF HARRIS §

CASE #: 40216-109724

Before me, the undersigned authority in and for the State of Texas, on this the 8th day of July, A.D. 2016, at 5.16 (am) (pm) personally appeared _____, who, after being duly sworn, deposes and says:

My full name is Patrick Rydzewski and I am (race) [REDACTED] (sex) [REDACTED]. My date of birth is [REDACTED]. My Social Security number is [REDACTED], and my Texas Driver's License number is [REDACTED]. I reside at [REDACTED] Frisco, TX 75034. My home telephone number is [REDACTED]. I am employed at [REDACTED].

I have been informed that under the Penal Code of the State of Texas, Section 37.02: A person commits the offense of "Perjury" if, with the intent to deceive, and with the knowledge of a statement's meaning, he makes a false statement under oath or swears to the truth of a false statement previously made, and the statement is required or authorized by law to be made under oath.

I saw what looked to be a Cherokee Six aircraft departing to the south at KWS airport. It seemed to be climbing slowly and it immediately caught my attention. Shortly after takeoff, the aircraft started a shallow left turn and I was thinking to myself "stop turning!" The aircraft continued a left turn, then began to lose altitude and steepened the left turn. By then, it was too late, and the aircraft spun into the ground. We all heard the crash and black smoke started immediately. Several others saw the baggage door pop open on takeoff.

[REDACTED]