



# NTSB RECORD OF CONVERSATION

**Lynn Spencer**  
**Aviation Investigator**  
**Eastern Region, Office of Aviation Safety (ERA)**  
**National Transportation Safety Board**

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**Date: 3/28/2019, 9:37 a.m.**  
**Person Interviewed: Mr. Bill Phillips, Marc, Inc pilot**  
**NTSB Accident Number: ERA19FA124**

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The following is a summary of a conversation that occurred with the above-named individual:

- I asked Mr. Phillips if this was a good time to talk, and he responded that it would only take one minute.
- I told him that I had a few questions for him related to his flying for Marc, Inc. and specifically his single-engine landing in N400JM, and he responded that he would like me to put my questions in writing.
- I let Mr. Phillips know that I would be happy to put my questions in writing and send them to him and asked for his email address.
- Mr. Phillips told me that I should ask the Marc, Inc attorney for his email address and indicated that company pilots had been instructed not to talk to investigators.
- I advised Mr. Phillips that I was happy to do so, but also informed him that all records of conversation are made public and the “optics” might not look good.
- Mr. Phillips then provided his email address so that I could forward him the questions in writing and refused to answer any further questions.



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**Eastern Region, Office of Aviation Safety (ERA)**  
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**Date: 3/16/2019, 3:20 pm**  
**Person Interviewed: Mr. Billy "Butch" Miller, CEO, Marc, Inc.**  
**NTSB Accident Number: ERA19FA124**

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The following is a summary of a conversation that occurred with the above-named individual:

- I asked Mr. Miller if this was a good time to chat and he responded that they were tinkering on some airplanes, but he guessed he could talk for a few minutes.
- When asked how many airplanes Marc, Inc. owned and operated, he responded, "About 10."
- When asked how many aircraft types made up Marc's fleet, he responded that they flew Cessna 310's and the Piper Chieftains.
- When asked how many Chieftains Marc, Inc. owned, he responded, "About 10."
- When asked how many Cessna 310's Marc, Inc. owned, he responded, "About 10."
- I attempted to clarify how many planes the company owned, to which Mr. Miller replied, "We have a lot of planes. I would have to go and count them. We have between 10-20 planes."
- When asked how many pilots are employed by Marc, Inc, he responded, "They are all contract." I then asked if he hired them directly, or if he meant that he hired them through a third party, and he replied that he hired them directly, but that they were all contract pilots and that they were given 1099's not W-2s.
- When asked again how many pilots are employed by Marc, Inc, he responded that he didn't know, but he would guess "about one for every airplane."
- When asked if the company had a Chief Pilot, he responded "no."
- When asked if Marc, Inc. had any training program for their pilots, and how they assessed the competency or proficiency of their pilots, he responded that they did not have any formal training and that they "only hire pilots who have flown these airplanes."
- When asked where the maintenance for the airplanes was performed, he responded, "In lots of places. We do some here at headquarters, and we do some in the field."



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- When asked who is in charge of maintenance for the airplanes and who keeps track of required inspections or open maintenance issues on the airplanes, and he responded “Not really one person. There are no logs kept for this.”
- When asked who schedules the pilots and how the various aircraft and flying are assigned to the pilots, he responded that they “just do” and that they have no formal system for this.
- When asked if he was aware of any maintenance issues or concerns with N400JM, he replied, “No.”
- When asked if anyone had reported any problems at all with N400JM, he replied, “No.”



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**Date: 3/16/2019, 5:04 pm**  
**Person Interviewed: Mr. Cliff Thornsburg**  
**NTSB Accident Number: ERA19FA124**

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The following is a summary of a conversation that occurred with the above-named individual:

- Mr. Thornsburg lived across the street from where the accident occurred and was working in his front yard, with his back turned to the street when he heard the “rev” of an engine which caused him to turn around.
- He stated that the airplane was traveling south and mostly parallel to the street, directly over the houses opposite his house, and that when it reached Nancy’s house (the house immediately north of the accident location), it “nose-dived.”
- He explained that he would see the entire under-belly of the airplane, and that there was no gear extended. He said that the nose was pointing down with the wings almost parallel to the ground.
- He stated that it went right through the tree and into the back yard of the house across the street.



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**Date: 3/27/2019**

**Person Interviewed: Mr. Dan T. Shepherd, Marc, Inc pilot**

**NTSB Accident Number: ERA19FA124**

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The following is a summary of a conversation that occurred with the above-named individual:

- Mr. Shepherd indicated that he quit flying for Marc, Inc yesterday, March 26, 2019. He said his mother has needed more attention/care and yesterday he had an issue with Mr. Miller asking him to do his own maintenance and that just pushed him to his limit.
- He stated that he went to fly yesterday and found that he had a frozen outboard drain sump, so he reached out to Mr. Miller, who asked him to take it off and told him that he needed to be in the air. Mr. Shepherd wanted to wait until it thawed, but Mr. Miller wanted him to fix it quickly so that he could get in the air.
- Mr. Shepherd added that his turn & bank indicator didn't work either, so when Mr. Miller wanted him to take this part off and get it to work, he just lost his confidence in the airplane and told Mr. Miller that he was not going to do it.
- He stated that Mr. Miller responded, "Then go home," and they parted ways.
- He stated that he is going to go work for someone who takes better care of their airplanes.
- He stated that he had worked for Marc, Inc for 2 months, and that if he had any issues with the plane, he would go to Ben ("the chief maintenance guy") or Mr. Miller.
- His sense, although he was not sure it was correct, was that the company would have the newer pilots fly the Chieftain without the nacelle tanks.
- When asked what kind of training he received from Marc, Inc, he responded that he was a 1,900-hour pilot and that he flew with Ray Laper who made sure he could fly, and that they made sure he had his BFR.
- He said that the onboard computer, once set up, tells the pilot on a monitor up front where they need to be, including altitude, ground speed, heading, etc., and that they either fly at 8,000 or 12,000 ft depending upon the camera being used in the plane.
- He only had about 10 hours flying the Chieftain with the nacelle tanks. He was taught to burn off the inboard tanks (some burned them all the way down until they pulsed), 1.5-2



## NTSB RECORD OF CONVERSATION

hours, switch to the outboard tanks, turn on the nacelle fuel pumps (two lights come on), and use the outboard tanks until empty switch back to the inboard, and the 27 gallons in nacelle tanks should now have moved into the inboard tanks.

- He mentioned that another Marc, Inc. pilot, Jorge Alvarez, had the nacelle transfer pump not work on N31NW, and when Jorge switched back to mains, there was no fuel, so he had to land. He said that Marc, Inc. FedExed a new pump and that it was either repaired at West Georgia Regional (CTJ) or Falcon Field (FFC).
- He stated that Marc, Inc. pilot Bill Phillips flew the accident airplane (N400JM) the month before the accident and had to shut down an engine. He stated that he believed this occurred between Feb 8-13, and that Bill landed in Smyrna, and that "he lost oil in one engine." When Dan landed and called Bill to ask where he was, Bill responded, "I'm in Smyrna . . . I had to shut one down."



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**Date: 3/18/2019**

**Person Interviewed: Greg McDonald, former Marc, Inc. pilot**

**NTSB Accident Number: ERA19FA124**

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The following is a summary of a conversation that occurred with Mr. McDonald:

- He stated that he would prefer that his name not be shared. I informed him that I would not share his name or any of the information he provided during the investigation and discussions with the company, and advised him all interviews are published in a public docket when an investigation is completed. He continued to provide the following information.
- He worked for Marc, Inc. for 18 months and left on good terms in Nov 2018.
- He stated that he “always had a bad feeling about their maintenance and he always felt they pushed their pilots to fly turbos that were not acting correctly and planes were not being maintained appropriately.”
- He stated that the person who performs most of their maintenance is not an A&P mechanic and does not perform the work under the supervision of an A & P.
- He stated that the company routinely asked the pilots to do maintenance on their airplanes (replace heaters, with fuel lines, electrical connections, etc) and the pilot would be frowned upon if they took it to a shop because that was costly.
- He believed that, in this accident, the fuel pump failed and or the pilot ran the tanks dry before trying to get the fuel from the nacelle tanks when the main tanks were empty.
- He stated that when the company hired new pilots, other line pilots would initially fly with them to teach them the specialized equipment, yet they were not flight instructors and did not teach the airplane well.
- When asked how he would have reported a maintenance issue, he stated that he would call the above-reference person who did most of the work, and that person would either ship out parts or come do the work.
- He stated that “If they thought they could get you to do it, they would. . . Or it would be deemed unnecessary.”



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- He stopped flying for the company when they told him to continue to fly an airplane that he considered unairworthy.
- He explained how he would manage the fuel on the PA-31-350 that had the nacelle fuel tanks: He flew main tanks half-way down, then he turned on the nacelle fuel pumps. The needle would show an increase (fuel is transferred faster than being used). As soon as the needle stopped, he knew that he had about 3/4 tank. Then he would be the outboard tanks, then use the mains to calculate his final distance (always landing with inboard tanks half full).





# NTSB RECORD OF CONVERSATION

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**Date: 4/10/2019**  
**Person Interviewed: Mr. Jorge Alvarez, Marc, Inc pilot**  
**NTSB Accident Number: ERA19FA124**

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Note: Email dated 4/4/2019 received from Mr. Alvarez in which he reported "January 27th I noticed RH auxiliary fuel pump was not transferring fuel properly during flight so I took the plane to the closest aircraft maintenance shop on the field Air Services Inc; deficient RH auxiliary fuel pump was removed and new one installed on the 28<sup>th</sup>.

The following is a summary of a conversation that occurred with the above-named individual:

- Mr. Alvarez is a pilot for Marc, Inc. and experienced a problem with the nacelle tank fuel pump on N31NW.
- Mr. Alvarez described his fuel management technique on the Piper PA-31-350: He starts on inboard tanks and runs those for 1.5-2 hrs (half-dry), he switches to outboard tanks and starts nacelle fuel transfer (27 gallons in each). He runs 38-gallons outboard tanks for 2-2.5 hrs. Every 30-60 minutes, he switches to inboard tanks to make sure that the fuel quantity is increasing.
- He stated that he noticed a problem on N31NW when he checked the fuel quantity after 30-45 minutes and had the same amount of fuel as before he started the fuel transfer from the nacelle tanks.
- He stated that he had the broken fuel pump that was replaced and would mail it to me.

Follow-up: Mr. Alvarez was sent a pre-paid shipping label to ship the part to the NTSB but the label was not used and the part was not shipped.



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**Date: 3/15/2019, 7:40 am**  
**Person Interviewed: Mr. Paul Ferroni, Marc. Inc pilot**  
**NTSB Accident Number: ERA19FA124**

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The following is a summary of a conversation that occurred with the above-named individual:

- Mr. Ferroni explained that surveying flights are typically 5-6 hours in duration. Typical flights are flown at either 8500-8700 ft msl, or 3,000 ft msl (due to a different camera lens)
- He stated that he flew the PA31-350, but not the accident airplane.
- I asked how he manages fuel on the PA31-350, and he explained that he flies from the inboard tanks first, to at least 1/2 tank or (about 2 hours of flying), then he switches to the outboard tanks and starts the fuel transfer from the nacelle tanks to inboard tanks. After flying about 2 hours on the outboard tanks, he then switches back to main tanks and they will be mostly full.
- He stated that there is about 26-27 gallons in each nacelle tank, and the airplane has 237 gallons (not all usable).
- He said that he spoke on the air-to-air frequency (123.42) with Dave that morning he was flying, several hours into the flight.
- He said that he was flying Dayton tracks and then heading to Columbus, and Dave was finishing up Cincinnati routes when he called on the radio.
- He noted that Dave would not monitor his radio because of static, so Dave would make the initial call and Paul, who was monitoring this frequency, would respond.
- He indicated that that on the radio call from Dave, Dave said that he was heading up to Dayton to do that flying (map #202), and that there was no radio contact after that.
- I asked what his general limit was in terms of how long he flew on full tanks, and he explained that "Sometimes you get on the ground and say, "Wow, I just flew 6 hrs. Sometimes you get down and wonder how much fuel you DO have left?!" He said that he personally likes to be on the ground in 5.5 hrs.



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- I asked if there was any company policy regarding fuel or minimum landing fuel, and he replied that he was not aware of any.
- I asked if Dave seemed well, and he indicated that he seemed fine and had not complained of any issues. He added that Dave had had a head cold the previous week but that was better.
- He noted that Dave just came to work for the company in February, and that he had flown Navajos back in 2007-2008 doing aerial surveying.
- He reported that Dave stayed with his brother in law the night before the accident and was going to check into a hotel the day of the accident.
- When asked about any company training, he said that all pilots are initially checked out in the airplane but that there are no further checkouts.



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**Date: 3/18/2019**

**Person Interviewed: Mr. Wayne Headlough, Marc. Inc pilot**

**NTSB Accident Number: ERA19FA124**

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The following is a summary of a conversation that occurred with the above-named individual:

- Mr. Headlough is a pilot for Marc, Inc. and was the last to fly N400JM before Mr. Sapp.
- He reported that he took over the airplane 1-2 weeks before Mr. Sapp and had flown 3-4 flights out of Lunken before his home was damaged by a tornado and he notified the company that he needed to return home on Sunday, March 3.
- He said that N400JM had a fuel leak that he had not been able to isolate, and that the left rivets along the belly displayed avgas. He felt fuel was leaking from the bladder, and he stopped fueling the airplane at night because it dripped fuel all night. He said that he started to fuel it just prior to flight.
- He noted that he was planning to troubleshoot by filling only inboard tanks one night to see if it dripped, and then filling only the outboard tanks the next night to see if it leaked.
- He indicated that he had called the company and told Mr. Miller that the plane had a fuel leak that had to be addressed. They tried to decide if they wanted someone in the field to look at it. The following day, Mr. Miller suggested that another pilot, Mr. Ray Laper, was going to be going into "off" days soon and could bring his company airplane up to Lunken before he went into days off and fly N400JM back to Raymond (company base) before taking his days off. Mr. Headlough said that this had been the plan, but then he had to fly home due to a tornado hitting his home.
- He reported that the airplane sat for a few days after he headed home, the leak was not addressed, and then Mr. Sapp came in to start flying the airplane. When Mr. Headlough was able to return to flying, it was not in Cincinnati, and when he spoke to Ben (who did their maintenance) about N400JM, Ben mentioned that he sent a gasket to Mr. Sapp, but Mr. Headlough was not sure if that had anything to do with the fuel leak. He did not know what the gasket was for.
- He said that in addition to the company, he told Paul Ferroni about the leak also.



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- In terms of mission length, he said that “you generally have 5.5 hours, so you can usually always fly 4.5 hours if you manage your fuel.”
- He noted that there are no fuel gauges on the nacelle tanks.
- He stated that most of the pilots use half of the fuel in the inboard fuel then switch on the fuel transfer pump and watch while it fills back up during the transfer (about 45-55 minutes). He stated that you know you have transferred all the fuel when you see the main tank gauge start to go down, and then most of the pilots then switch to the outboard tanks until they are low, and then switch back to the inboard tanks (which should be almost full) to finish the flight.
- He said that the line staff at Lunken would be aware of the fuel leak on this airplane because of the fuel visible on the hangar floor, and Mr. Headlough had told them why he didn't want them to fuel it the night before (it was leaking fuel).



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**Date: 3/15/2019, 1:10 pm**

**Persons Interviewed: Mrs. Wendy Sapp (wife) and Mr. Mark Schuller (brother-in-law)**

**NTSB Accident Number: ERA19FA124**

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The following is a summary of a conversation that occurred with the above-named individuals:

- Mrs. Sapp delivered Mr. Sapp's logbook and other flight training records.
- When asked about the tv interview in which her husband's sister claimed to have been told by Mr. Sapp that there were problems with this airplane, she said that her husband and his sister were not on talking terms, and that her husband had not said anything to her about any issues with the airplane.
- Mr. Schuller, brother-in-law of Mr. Sapp, said that a couple days after Mr. Sapp arrived in town to fly the accident airplane, about March 6-7, he made the comment, "There is a gas leak in this plane and it's bothering my sinuses." He said that no further comment was made about the issue.
- Mrs. Sapp shared that Mr. Sapp left his previous employer when they wanted him to fly an airplane he deemed to be unsafe, and that he was very meticulous and neat.

Tuesday, March 12, 2019

As I recall it was a very nice afternoon – blue skies, fairly warm temp for mid-March, and no wind to speak of. At approximately 3:15PM, I was working in my office which is on the second floor of our house at 6243 Kaywood Dr. Our backyard abuts the backyard where the plane crash occurred. I heard a very loud very loud and an crashing unusual noise. It sounded like metal tearing through wood. In my mind's eye, I pictured a large industrial lawn mower getting loose and running over a large pile of brush on our driveway, or a bulldozer crashing into our back porch. I stood up from my desk that sits near a window that overlooks the backyard. I didn't see anything in our backyard, which is where I thought the sound came from. I ran downstairs and as soon as I got outside, I could see the plane in the neighbor's backyard right in front of me. I guess I didn't notice it from my office window because I thought the noise came from our backyard, the angle of my view, and the slats of the blinds. Now seeing the plane from ground level but still at a distance, at first glance, it appeared to be a plane intact. Everything was quiet and very still. I didn't notice any smoke at that time.

I rushed back upstairs to get my phone from my desk and call 911. I called 911 at 3:17PM. It rang many, many times before a dispatcher answered. I was moving towards the wreckage while waiting and then speaking with 911. I was on with 911 a total of 3 minutes according to my cell phone. The dispatcher asked several questions which they need to do but I was becoming impatient because I wanted to get off the phone and see if I could help someone. By now, I was by the back fence and could see that the cockpit had been demolished and that anyone that would have been seated there clearly did not survive the initial impact. I also then noticed the damage to the neighbor's house – the southeast corner of the structure was now exposed – that corner of the roof was gone as well as most of the east and south walls. The plane was white with blue trim and markings and was lying in the yard, pointing north, and parallel to the house and east fence line. The plane had several rear windows that we (approximately 4-5 men were now in our backyard including two that I later found out were eye witnesses to the plane going down) could see into but couldn't see any people. My fear was that there could be a person(s) still in the fuselage. At this time, I could see a whitish gray smoke coming from the left engine (far side from me), which I relayed to the 911 dispatcher. While still on with her, a small flame began rising from that same area. I never smelled anything unusual before the flames started. My recollection is that I told 911 that a fire had started and I had to go, to which she replied "don't go near it, we have responders very near". Also at the same time, a woman that had a very upset look on her face and distressed demeanor, came from behind the damaged side of the house (north) waving her arms at us. The dispatcher was talking so I couldn't make out everything the woman was saying, but I'm pretty sure she said that 911 had been called and this woman seemed to be asking us to do something. That something could have been asking us to help, or to stay back. None of the men back there moved towards the plane so it was probably the latter. A man came from the same side of the house as the woman and pulled her away and back towards the front of the house.

I could hear the sirens of the emergency vehicles were very close but the flames started getting a little higher but still in the area of the left wing on the other side of the plane. I started to climb the back fence to get to the plane to see if anyone was still inside when two of the people behind me advised me that "they don't want us to go in there". At that moment the flames jumped much higher and I could feel the heat for the first time. It also emitted a smell of engine oil burning. I climbed off the fence and backed up as a man (police dept I think) came from our left and directed us all to move back. I never

smelled anything that smelled of fuel but once the flames got to the cabin, I began to smell man-made materials burning. At no point did I ever see any movement from inside the plane.

It's now 3:20PM and I took a photo. Several other people continued to take pictures or videos as well. At 3:22PM, I began filming the video which I gave to you.

It probably didn't take more than 3 minutes for the plane to be fully aflame. At some point, the fire dept arrived in our yard and they quickly applied water and knocked down the fire.

Now (approximately 3:23PM) the scene has many emergency people on site. We were then directed to move even further back. At this point, things were under control and I began talking with the other bystanders in my backyard, including the two eyewitnesses. They both told the same story even though one viewed the incident from north to south and the other was southeast of the wreck looking northwest. They both indicated the plane was very low – approximately 1,000 – 1,100 feet above the ground which is what caught their attention. Our neighborhood is in the flight path of Lunken airport to our south so we're used to seeing planes fly overhead but this one was apparently much different. Both of these men told me that the plane was flying from north to south when suddenly the left wing dipped strongly downward, the plane then went into a steep nosedive and clipped a tree before crashing into the house - neither could see the actual point of impact from their vantage point.

That concludes my recollection of the incidents of that day from the time of the crash until the fire was put out. If you should have any questions, please feel free to contact me:

Carter Waide

[REDACTED]

[REDACTED]



FAA Form 1360-33 (10/12) Supersedes Previous Edition Page 1

**Witness Statements Excerpted from  
Ohio Department of Public Safety /  
Ohio State Highway Patrol**



LOCAL REPORT NUMBER 31-1	REPORTING AGENCY STATE HIGHWAY Patrol	DATE OF CRASH M 3 D 12 Y 19
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FOR LOCAL USE ONLY – DO NOT SUBMIT TO THE STATE EXCEPT FOR FATAL CRASHES

I, <u>JIM STURGILL</u> PRINTED	HEREBY MAKE THIS VOLUNTARY STATEMENT TO
<u>SGT NELSON</u> OFFICER'S NAME	AT <u>[REDACTED]</u> LOCATION
<p>I WAS ON DAWSON RD AND OUTSIDE..</p> <p>I SUDDENLY HEARD A PLANE WITH A VERY LOUD ENGINE. AIRPLANES ALWAYS FLY OVER THE PLACE I STAY AT BUT THIS WAS DIFFERENT SO WE LOOKED UP AND THERE WAS A PLANE VERY LOW AND THEN IT WENT UP TOO FAST AND STARTED SPUTTERING AND THEN IT TURNED OFF AND WAS ON ITS LEFT SIDE FLYING CROOKED...</p> <p>THIS WAS ALL WITHIN 1-2 MINS AT MOST.</p> <p>THEN HEARD THE EXPLOSION AND SAW SMOKE SHORTLY AFTER.</p> <p>SO I GOT A RIDE HERE TO PRAY AT THE SCENE</p>	
<p>[REDACTED]</p>	
AD [REDACTED]	PHONE [REDACTED]
SIGNATURE OF WITNESS X [REDACTED]	OFFICER'S SIGNATURE X [REDACTED]



# TRAFFIC CRASH WITNESS STATEMENT

OH-3



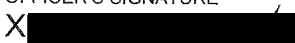

LOCAL REPORT NUMBER 31-1	REPORTING AGENCY STATE HIGHWAY PATROL	DATE OF CRASH M 3   D 12   Y 19
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FOR LOCAL USE ONLY – DO NOT SUBMIT TO THE STATE EXCEPT FOR FATAL CRASHES

I, <u>Dave Prugh</u> PRINTED	HEREBY MAKE THIS VOLUNTARY STATEMENT TO
<u>SGT NELSON</u> OFFICER'S NAME	AT <u>Walgreens-Miami Camargo</u> LOCATION

I was in Walgreens parking lot. I observed a plane flying at a very unusual banking ... way too banked to be approaching Linker. A few <sup>seconds</sup> ~~minutes~~ later, I saw a plane flying very low. It looked like ~~an~~ a "stunt" in an air show.

We then proceeded up Camargo - turned right on Shawnee Run and saw black smoke

ADDRESS OF WITNESS 	PHONE 
<input checked="" type="checkbox"/> OFFICER'S SIGNATURE 	<input type="checkbox"/> OR 



LOCAL REPORT NUMBER 311	REPORTING AGENCY STATE HIGHWAY PATROL	DATE OF CRASH M 3   D 12   Y 19
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FOR LOCAL USE ONLY – DO NOT SUBMIT TO THE STATE EXCEPT FOR FATAL CRASHES

I, <u>Betsy Gallenstein</u> PRINTED	HEREBY MAKE THIS VOLUNTARY STATEMENT TO
<u>SGT NELSON</u> OFFICER'S NAME	AT <u>SCENE</u> LOCATION

I was driving S on Kenwood Rd - stopped @ intersection of Kenwood / Shawnee Run Rd. observed from here

Airplane to my left extremely low heading south went over homes on Shawnee Run Rd. turning / curving to the left then nose dived.

Airplane was upright But very low and Banking to the left.

I observed Airplane from the Air - call me for more info

ADDRESS [REDACTED]	OFFICER'S SIGNATURE X [REDACTED]
SIGNATURE OF WITNESS X [REDACTED]	





LOCAL REPORT NUMBER 31-1	REPORTING AGENCY STATE HIGHWAY PATROL	DATE OF CRASH M 3 / D 12 / Y 19
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FOR LOCAL USE ONLY – DO NOT SUBMIT TO THE STATE EXCEPT FOR FATAL CRASHES

I, <u>Robyn Stamm</u> HEREBY MAKE THIS VOLUNTARY STATEMENT TO	
PRINTED	
<u>SGT NESSAW</u>	AT <u>[REDACTED]</u>
OFFICER'S NAME	LOCATION
<p>I was in my bedroom NE corner of the house heard a crash, looked out back window and saw a tail of an airplane in my neighbors back yard. I ran around to the back yard of my neighbors house and saw a small plane with the nose missing. It <u>looked</u> like that next to the neighbor house. I called 911 and my husband. At the time I saw the crash there were small flames @ the cockpit. When I returned there were 4-5ft flames @ the cockpit. Then 1<sup>st</sup> responders arrived.</p>	
ADDRESS OF WITNESS <u>[REDACTED]</u>	
PHONE <u>[REDACTED]</u>	
SIGNATURE OF WITNESS X <u>FORGOT TO SIGN</u>	OFFICER'S SIGNATURE X <u>[REDACTED]</u>



OHIO DEPARTMENT OF PUBLIC SAFETY  
OHIO STATE HIGHWAY PATROL

STATEMENT

PAGE 1 OF 3

REPORT # <u>31-1</u>	STATEMENT DATE/TIME (MM/DD/YY HH:MM) <u>3 /12/19</u>	OTHER REFERENCE # <u>P19031260006548</u>
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I, PAUL M FERRONI 12/26/52, hereby make this voluntary statement to  
LT KUNTZ at SCENE  
on 3/12/19

Q) TELL ME ABOUT YOUR INVOLVEMENT WITH THE AIRCRAFT IN THE CRASH?

A) EMPLOYER MARC INC. [REDACTED]

AIRCRAFT N400JM

ARRIVED AT WAYPOINT AVIATION THIS MORNING AT 0900 HRS  
AT LUNKEN AIRPORT. DAVID WAS ALREADY THERE AND PRE-  
FLIGHTING HIS AIRCRAFT. WE DISCUSSED OUR PLANS FOR  
THE MAPS WE WERE GOING TO WORK TODAY, HAD THE AIRCRAFT  
POSITIONED ON THE RAMP FROM THE HANGAR AND THEY WERE  
FUELED.

WE DEPARTED LUNKEN FIELD BETWEEN 10:15 & 10:25 AM  
AND FLEW TO THE MAP GRIDS WE WERE TO WORK TODAY. I SPOKE  
WITH DAVID ABOUT THREE HOURS LATER ON AN AIR TO AIR  
FREQUENCY. HE DID NOT RELATE TO ME THAT HE HAD ANY  
MECHANICAL ISSUES AT THAT TIME.

UPON LANDING AT LUNKEN FIELD, I WAS NOTIFIED OF THE  
CRASH.

INFORMANT'S SIGNATURE <u>X</u> [REDACTED]	STREET ADDRESS [REDACTED]		
PRINT NAME <u>PAUL M. FERRONI</u>	CITY [REDACTED]	STATE <u>TX</u>	ZIP CODE <u>75058</u>
WITNESS SIGNATURE <u>X</u> [REDACTED]			
REPORTING OFFICER <u>X</u> <u>LT</u> [REDACTED]	UNIT <u>1005</u>	DATE <u>3/12/19</u>	

(OSP-203.07)





OHIO DEPARTMENT OF PUBLIC SAFETY  
OHIO STATE HIGHWAY PATROL

STATEMENT

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REPORT # <u>31-1</u>	STATEMENT DATE/TIME (MM/DD/YY HH:MM) <u>3 / 12 / 19</u>	OTHER REFERENCE # <u>P19031200006548</u>
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I, PAUL M. FERRONI, hereby make this voluntary statement to  
LT KUNTZ at SCENE  
on 3/12/19

CONT Q) HOW LONG HAVE YOU KNOWN DAVE?

A) 1 WEEK

Q) WHAT WAS YOUR RELATIONSHIP WITH DAVE?

A) WE BOTH WERE HIRED TO FLY THE PLANTS AND TAKE  
AERIAL PHOTOS

Q) HOW LONG HAS DAVE WORKED WITH THIS COMPANY?

A) A COUPLE OF MONTHS, THATS A GUESSEIMATE

Q) DID YOU HEAR ANY RADIO TRAFFIC FROM DAVE DURING  
ANY PROBLEMS WITH AIRCRAFT?

A) NO

Q) WHAT RADIO TRAFFIC DO YOU HAVE WITH AIRCRAFTS

A) WE TALK WITH CINCINNATI APPROACH SINCE WE ARE  
WORKING IN CLOSE PROXIMITY OF CVG AND LUNKEN, BUT  
NO FLIGHT PLAN FILED, FLYING VFR.

Q) IS DAVE THE ONLY PILOT THAT FLIES THAT SPECIFIC PLANE?

A) YES

(CONT)

INFORMATION X			
PRINT NAME <u>PAUL FERRONI</u>	CITY 	STATE <u>TX</u>	ZIP CODE <u>76058</u>
WITNESS SIGNATURE X			
REPORT X	UNIT <u>1005</u>	DATE <u>3/12/19</u>	

(OSP-203)



OHIO DEPARTMENT OF PUBLIC SAFETY  
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STATEMENT

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REPORT # <u>31-1</u>	STATEMENT DATE/TIME (MM/DD/YY HH:MM) <u>3/12/19</u>	OTHER REFERENCE # <u>P19031200006548</u>
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I, PAUL FERRONI, hereby make this voluntary statement to  
LT. KUNTZ at Scene  
on 3/12/19

Q) WHO IS YOUR SUPERVISOR WITH MARC INC?

A) BILLY MEIER, OWNER OF COMPANY

Q) DID YOU KNOW IF DAVE HAD ANY MEDICAL ISSUES?

A) NONE KNOWN, IVE ONLY KNOWN HIM A WEEK

Q) DID HE ACT ILL TODAY?

A) NO, EARLIER IN THE WEEK HE HAD CONVICTION BUT IT  
HAD CLEARED UP

Q) WAS HE IN A GOOD MOOD?

A) YES, ROX BOBBY GUY TALKING AND CARRYING ON

Q) ANY OTHER INFO TO BE BENEFICIAL?

A) NOT THAT COMES TO MIND

INFORMANT <input checked="" type="checkbox"/>	STREET ADDRESS <u>[REDACTED]</u>
PRINT NAME <u>PAUL FERRONI</u>	CITY <u>[REDACTED]</u>
WITNESS SIGNATURE <input checked="" type="checkbox"/>	ZIP CODE <u>75058</u>
REPORTING OFFICER <input checked="" type="checkbox"/>	UNIT <u>1005</u>
	DATE <u>3/12/19</u>

(OSP-203.07)