

NATIONAL TRANSPORTATION SAFETY BOARD

Margaret Napolitano

DEPARTMENT OF TRANSPORTATION

WASHINGTON, D.C. 20591

490 L'Enfant Plaza East, SW
Washington, DC 20594

STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

- Date 4/8/95
- I. Place of accident Stillwater Rd Date 4/7/95 Hour 5:30 pm
- II. Aircraft _____ FAA Certificate No. _____
- III. What is your name Johanna Marie Sherman Age 34
- IV. Address [REDACTED] Sykesville md 21784
- V. Occupation Art Teacher By whom employed Balto County Public Sch
- VI. Where were you at the time of the accident In the back yard of my house
- VII. Tell in your own words what you saw or heard before and at the time the accident occurred.

I heard the engine of a plane which was extremely loud and extremely close. I saw the plane come over our pine trees. It leaned on to its left side. The wing hit the ground and the plane turned so that it was facing back towards me. The nose of the plane impacted the ground. It may have bounced once. The plane was not on fire at first. There was no smoke. Then while my husband was going to see what he could do, a small fire started in the front (engine area) of the plane. The fire was small at first but everyone had trouble getting the fire out with fire extinguishers.

[Signature]
(Signature)

NATIONAL TRANSPORTATION SAFETY BOARD

Margaret Napolitan
DEPARTMENT OF TRANSPORTATIONWASHINGTON, D.C. 20591
490 L'Enfant Plaza East, SW
Washington, DC 20594

STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

I. Place of accident Stillwater Rd, Eldersburg, MD Date 4-8-95 Hour 5:25 PM
 II. Aircraft _____ FAA Certificate No. _____
 III. What is your name Michael Sherman Age 31
 IV. Address [REDACTED] Sykesville, MD 21784
 V. Occupation Police Officer By whom employed Howard Co. Police Dept
 VI. Where were you at the time of the accident Inside my house; kitchen area

VII. Tell in your own words what you saw or heard before and at the time the accident occurred.

I was inside my house when I heard a loud roaring sound. I then heard metal scraping and then I heard what sounded like a crumbling sound. I heard my wife then start yelling that a plane crashed and I then looked out the front door and saw the accident scene. As I was running to the airplane, which was approx. 150-200 feet away, ~~there~~ I observed no smoke and no fire. I went to the right side of the plane to check for vital signs of the passengers. At this time, I observed a fire, small at first, start to the rear of the engine. I then ran to my house and grabbed a fire extinguisher to try to put out the fire.

[Signature]

 (Signature)

NATIONAL TRANSPORTATION SAFETY BOARD

Margaret Napolitano

DEPARTMENT OF TRANSPORTATION

WASHINGTON, D.C. 20591

490 L'Enfant Plaza East, SW
Washington, DC 20594

STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

Date April 8, 1995I. Place of accident 1994 Stillwater Date April 7, 1995 Hour 5:25pmII. Aircraft N20819 FAA Certificate No. _____III. What is your name April Amster Age 21IV. Address [REDACTED] Westminster, MD 21158V. Occupation Nanny By whom employed Duane & Connie SmitVI. Where were you at the time of the accident In fiancée's house - [REDACTED]

VII. Tell in your own words what you saw or heard before and at the time the accident occurred.

I was in the house and the windows were open. My fiancée, his father, & I heard a loud crash and we all ran to see what happened. I ran into the house and called 911 to tell them what happened. ~~At~~ The plane's ^{engine} then burst into flames and some neighborhood people started to try to put it out (including my fiancée and his father). This is when I realized that if the wings caught fire, there could be a big explosion & then more people would die than just the people in the plane - so I started screaming for them to get away before it explodes. [REDACTED] (Signature) Then the fire was pretty much out, and the police arrived. I told them how many were inside the plane & let them handle it.

NATIONAL TRANSPORTATION SAFETY BOARD

Margaret Napolitano

DEPARTMENT OF TRANSPORTATION

WASHINGTON, D.C. 20591

490 L'Enfant Plaza East, SW
Washington, DC 20594

STATEMENT OF WITNESS

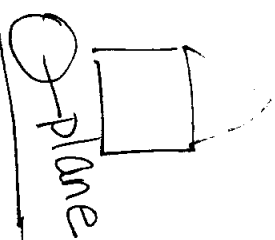
The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

I. Place of accident Stillwater Road Date April 7, 1995 Hour 5:25pm
 II. Aircraft Cessna FAA Certificate No. _____
 III. What is your name Karen Ann Wittig Age 30
 IV. Address [REDACTED] Eldersburg, Md. 21784
 V. Occupation Purchasing Agent By whom employed Old Dominion Systems
 VI. Where were you at the time of the accident mailbox on [REDACTED]

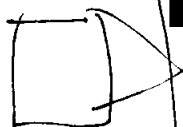
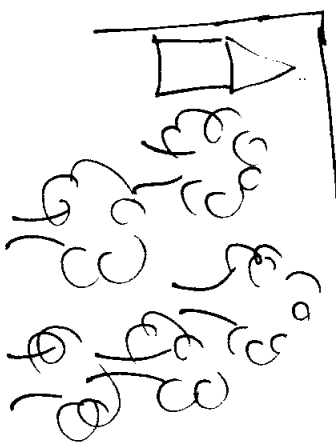
VII. Tell in your own words what you saw or heard before and at the time the accident occurred.

I was standing at my mailbox getting my mail when all of the sudden my 2 year old son Tyler exclaimed "Look mommy airplane." I looked up and saw it coming down sideways & the I heard a crash. I ran in the house and call 911. I ran back outside to see what was going on. I saw thick white smoke and a small fire towards the front of the plane. I was too scared to get near it for fear of an explosion. I heard someone yelling "stand back it might explode" Looked like a few minutes later the fire was out. Then all of the rescue people arrived.

(Signature)



plane



mailbox I was
standing where I was



NATIONAL TRANSPORTATION SAFETY BOARD

DEPARTMENT OF TRANSPORTATION

WASHINGTON, D.C. 20591

STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

Date 4/18/95I. Place of accident Frontier Ct & Stillwater Rd Date 4/7/95 Hour 5:20pm

II. Aircraft _____ FAA Certificate No. _____

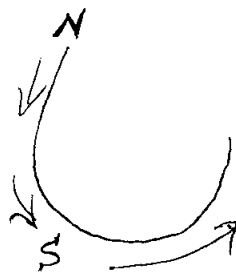
III. What is your name Deborah Smith Age 40

IV. Address _____

V. Occupation Child Care Provider By whom employed SelfVI. Where were you at the time of the accident in McDonald's Drive Thru Line

VII. Tell in your own words what you saw or heard before and at the time the accident occurred.

My son Matthew first drew my attention to the airplane at approximately 5:20pm. It had black smoke coming out of the top & back of aircraft. It appeared to be circling around, I thought, to get back around to land at the airstrip. When we saw it, it was North. It came South, then ~~circled~~ over ~~to~~ to the East.



East was the last position we saw it because I thought it would be OK and just land at the airport. It crashed while we were in McDonald's drive thru.

[Signature]
(Signature)

MARGARET NADELITAN (NEF-A)
NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

FORM APPROVED-OMB No. 004-R-5713

STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

Date April 26 1995

1. Place of accident ELDERSBURG, MD Date 4.7.95 Hour 17:22
2. Type of vehicle Cessna 172 Lyc 150 hp
3. Identification of vehicle 20918
4. What is your name HOBY WOLF Age
5. Address
6. Occupation MGR AIRPORT By whom employed retired
7. Where were you at the time of the accident Sitting in jeep facing runway
8. Tell in your own words what you saw or heard before and at the time the accident occurred.

See attached narrative.

(Signature)

5.02.95

N.T.S.B. Witness Statement

HOBY WOLF

Subject A/C # ²⁰⁸¹⁹~~20918~~ Cessna Skyhawk

On Friday, April 7th at approximately 17:00 hours I had started to rake up a pile of debris near the windsock pole on the east side of the landing strip.

At approximately 17:20 a Cessna passed overhead on a east to west path almost directly over the windsock. I estimate the altitude at 1200 to 1500 MSL. Throttle was reduced.

I was walking due ^{WEST}~~east~~ to pick up and jeep and trailer to remove the debris and I observed the aircraft turn to a north by northwest heading. I remember thinking that since the wind was down the runway which would have required a down wind landing the aircraft was going to Carroll County. I continued my walk to the Jeep and as I got in and sat down. I heard an aircraft going to full throttle.

Turning my head left I observed an aircraft over the " dip " and watched it continue to come up the strip. At first burst of full throttle I was not concerned as landing here we will often do that to carry us through the dip..but it is only a momentary burst of power. As I realized the pilot was attempting a go around I involuntarily started shouting "No !" "No !" so loud my wife in the house heard me and a neighbor raking his lawn across the street and at least 1000 feet away also heard me. He also observed the aircraft at the same time.

The aircraft continued up the strip. My immediate thought was it would snag the wires at the end of the strip or go in to the top of the trees.

To my surprise and momentary sense of relief, the aircraft cleared the wires by 10 to 15 feet. I remember thinking. " Thank God he made it he'll just have to clean the seats--"

My relief turned to serious concern as the aircraft continued to climb when I expected an immediate nose over or no more than level flight after clearing the wires. As I observed the aircraft it appeared to me at a high angle of attack. I had just a moment to think, " Gee that must have a 180 in it--"

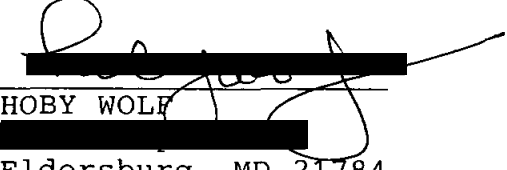
At that moment the left wing fell to a vertical position, and it appeared to fall left wing down. Just before it left my line of sight I thought I saw the aircraft start a turn of a spin to the left. I heard no noise since the jeep motor was running.

I immediately raced up the field toward the crash. I saw

Mr. E.D. Onion and pilot who lives here and keeps a 150 Cessna here getting his mail. He had observed the Aircraft pass overhead but had not been able to follow it because he passed from his line of sight.

As I raced past him I yelled to him to follow me which he did. We arrived at the accident site no more than 30 to 45 second after impact. Gas was boiling off the hot exhaust but there was no fire. Mr. Onion who is trained in CPR determined the two front occupants were dead. We tried to unbelt the rear seat occupants. At that time the plane started burning and I devoted the rest of my time at the scene to trying to control the fire. After arrival of emergency crews I left the scene to get on the radio as there was concern we might have a mid-air as three to four aircraft were orbiting the scene. I saw long lens video tape on the channel 2 10:00 PM News of the crash site. I broadcast a short warning of the emergency crew concerns in the blind on 122.9, 122.8 and 122.7. The aircraft immediately departed the scene.

The above statement is an accurate reflection of the events on April 7th, 1995


[REDACTED]
HOBY WOLF
[REDACTED]

Eldersburg, MD 21784

See attached exhibits./

RECORD OF CONVERSATION

Person Interviewed: Craig Parr

[REDACTED]
Eldersburg, Maryland

Interviewed By: Margaret Napolitan
ASI; NTSB

Mr. Parr stated that he lives across the street from the airport, just about where the airplanes would land. He stated he saw the accident airplane fly by his house, just past trees, about 50 feet above the ground. He stated he watched the airplane because "...by the time they are adjacent to my house, most airplanes have landed." He stated that when the airplane was near the end of the runway, about 100 to 150 feet above the ground, it went into a "vigorous" climb. He stated when the airplane was in the climb, the airplane's engine "gurgled" or "sputtered" about 6 to 8 times. He stated the airplane was then too far away to hear it. He said the airplane kind of leveled off and made a "...sweeping left hand turn."

Person Interviewed: Howard McCraw

[REDACTED]
Eldersburg, MD

Interviewed by CAP

Mr. McCraw stated he was in his back yard when he saw the airplane "...at the most, 10 to 15 feet above the trees at a sharp angle." He stated, "When the airplane was at its peak, the engine made two noises." He likened the noises to an engine igniting. He stated the engine then was silent. He stated the airplane then "...fell off to the left."