

Osmose

December 1, 2003

Lieutenant James Landham
Griffin Police Department

[REDACTED]
Griffin, GA 30223

Lieutenant Landham:

I, Norma B. Jones, being receptionist for:

Osmose, Inc.

[REDACTED]
Griffin, GA 30224
Phone: 770-233-4200

Wish to make the following statement concerning the airplane crash at Stowe-Woodward on Friday, November 21, 2003, at approximately 1 o'clock or a bit thereafter (I never looked at the clock).

I first thought I heard a freight train (loud noise), then looking up from our switchboard here in the Osmose lobby I actually saw the plane on impact. Next it looked like an explosion (fire and smoke) in the sky. Did nothing more than actually saw the plane on impact.

Respectfully,

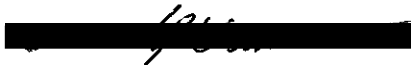
[REDACTED]
Norma B. Jones

Wood Preserving Division
[REDACTED]

Randy Uecker

Osmose

It was Friday 21, 2003 and a clear/cool day. Our company (Osmose) was having a luncheon for the employees out at the warehouse, which sits just at the end of the runway. I was late getting out there (just after 12:30). Most of the folks were already in the warehouse where the tables had been set. Since it was crowded, I found a nice spot outside in the sun. I was about 12 yards from the road (Ann St.) sitting at the end of a 3 ft.-high dividing wall. I was chatting with 2 others. Our conversation was in it's final words when the aircraft was rolling on the runway (at this moment - unnoticed). The other 2 guys had gathered their empty plates and were walking toward the warehouse as I looked up at the plane. The wonderful roar of the twin engines buzzing 100 ft. above my right shoulder just grabbed my attention. It was "just another take-off". Routine. Just like all the others I had seen in years past... The nose-up attitude was "normal" and nothing seemed like it was being "strained" or "bogged-down"... all was at full power. I saw that it was indeed a twin. It was light in color, either white or an off-white. I do not recall seeing any landing gear. Then, just as it had passed myself and was now even with our office building, one of the engines coughed (a kind of loud "Poof", not a "Bang") and immediately started sputtering. I do not remember hearing any pitch or power changes as the plane continued on. As the sputtering started, the plane started to roll to the left. At this point, I believe the craft to be somewhere between 100 and 200 ft. AGL. My first thought was that the pilot may be trying to turn back to the field for a landing. There were tall bushes in my line of sight, but I could see past (through) them. I was focused on the outline of the aircraft. The plane was obviously losing altitude and continued to turn slowly left. It looked to me that just before impact that the craft was mostly stalled. There were no abrupt movements to "stabilize" the aircraft, though it seemed to be leveling "some" (no longer rolling left). It was still in a left-wing-low and a nose-up attitude when it impacted. From my vantage point, I thought the plane had just cleared the building... I thought it crashed just behind the Stowe-Woodward Plant. Only a couple of seconds went by and there was already a large black plume of smoke rising skyward. Myself and several others sprinted toward the crash site. As I was running across our front parking lot is when I realized that it was on top of the Stowe-Woodward building.


Randy Uecker

Date: 12-1-03

I had just clocked in from lunch at approx. 1 p.m. and was standing in the parking lot when I heard a aircraft taking off. The engine was sputtering. As I continued to watch the plane gained a little altitude, then banked to the left as it was losing altitude. The plane disappeared behind the tree line and a huge explosion followed.

~~Brian Oldham~~
Brian Oldham
Atlanta Air Recovery

I just clocked in from lunch, when I noticed
an airplane taking off. It caught my
attention because of the sputtering engine.
The plane gained little altitude before
banking to the left and disappearing behind
the tree line into a big explosion.

~~_____~~

Steven M. Puss
Atlanta Air Recovery