

Date: 9 December 2012

Observations of Crash of Cessna 421 (N297DB) on 8 December 2012:

Sometime between 1:00PM and 2:00PM I watched the subject aircraft takeoff from Lantana Airport (LNA). I was standing on the transient ramp halfway between the aircraft administration building and hangar 805. The aircraft departed runway 3. The takeoff roll appeared normal with the aircraft breaking ground mid-way down the runway. The initial climb appeared normal. As the aircraft passed a bearing of north from my position, I noticed the aircraft yaw to the left. Shortly after the yaw, the aircraft started pitching nose up. I could not tell whether the landing gear was retracting because of the attitude of the aircraft. The aircraft continued to pitch nose up to an almost vertical attitude (nose pointed skyward). The aircraft then executed a hammerhead turn to the left and dove for the ground nose down. The aircraft was nose down in a steep dive as it passed out of sight behind the tree line. A fireball and black smoke then rose from beyond the tree line. I did not hear the sound of aircraft impact.


James F. Leach

9 December 2012

Recount of witnessing crash of Cessna N297DB, 421C, S/N: 421C0826, 8 December 2012.

Sometime after 1pm on Saturday, 8 December 2012, I came out of Hangar 805/806 at KLNA, Palm Beach County Park (Lantana) airport to watch the aircraft take off. I stood with Mr. Tim Johnson, Sr. and my partner, Jim Leach on the tarmac between the Florida Airmotive Terminal Building and Hangar 805/806.

We watched as the aircraft accelerated down runway 03 for the intended flight to KTMB. The aircraft rotated at around half way down the runway and established a normal climb out trajectory. No abnormalities were seen or heard. I do not recall if the gear was retracted, but nothing seemed out of the ordinary, so I think I would have considered it unusual if the gear had not been retracted. I watched as the aircraft cleared the departure end of 03, still climbing in a normal line. I estimate the aircraft to have been at 2-300 ft AGL. The aircraft then seemed to follow a different line, as if trying to avoid something or beginning a left turn toward crosswind. The turn was premature for a standard pattern. My impression was the aircraft slightly slowed and began to pitch up at an abnormally higher angle of attack than the initial trajectory. The aircraft then rapidly turned to the left and headed for the ground nose down.

It was evident that a crash was about to happen and Mr. Johnson and I ran for my van near hangar 805/806 to go to the aircraft crash site to help. I did not see or hear the impact. By the time I got my van backed away from the hangar, we could see black smoke to the north. Mr. Johnson and I arrived at John Prince Park and proceeded to the crash site. The aircraft was in flames. Police were on the scene and informed us that no one got out of the aircraft. Fire rescue had not yet arrived, so we were asked to stand back from the aircraft. I did not look at my watch to verify the time, but I estimate we arrived within 3-4 minutes of the crash.


Marisa S. Leach

Cory H Bivins 12/8/12 Line Services

8:10am Sumped 84.100LH AV Gas Truck
(No Water, No Dirt. Clean and Blue)

12:40pm Received by front Desk to fuel N297DB.
pilot was in office, Request - top both mains
and nacelle tanks. total 171.1 Gallons

1:30pm N297DB took off Runway 3 North bound

After take off N297DB crashed.

"I Walked into office and turned around and
N297DB was Spinning out of control in a nose
dive. Huge explosion, black smoke, Fire ball."

Cory H Bivins,



12/8/12 

Summary of accident of aircraft N297DB on 12/8/2012:

David Levine

Pilot certifications

Commerical ASEL, ASES, AMEL; Instrument rated; CFI/I

Approx: 2000 hrs

Synopsis:

I was in the office of the flight school I where I instruct. I looked out the window just as the accident aircraft was departing on runway 3 at Palm Beach County Park Airport. I saw the aircraft roll down the runway and lift off. It looked as if it was climbing out normally until it reached approximately 400 feet. The airplane then pitched up and rolled to the left. At first, it looked as if it was rolling very sharply on to the crosswind. About a second or so after the roll initiated, the nose of the plane dropped and the airplane rolled over. At this point I had started running out of the flight school in the direction of the accident scene, attempting to call 911. At this time, I lost sight of the airplane and saw a plume of smoke coming out of an area where the aircraft crashed.

Weather conditions at the time of the crash were VFR with calm to slight winds.

Witness Statement



*DAVID
LEVINE*

12/9/12

Aircraft Accident Report

Immediately Call Phillips 66 Aviation (800-234-6603) to report aircraft accidents.



BO Information

FBO Name FLORIDA AIRMOTIVE INC.
Address [REDACTED]
City LANTANA FL. ST FL.

Airport Name PALM BEACH COUNTY PARK AIRPORT
Airport ID KLNA
ZIP 33462

Accident Reported By
Name JEFF SWATERS Phone [REDACTED]
Company FLORIDA AIRMOTIVE, INC.
Date 12-8-12 Time 1:45 AM PM

Dealer Contact Information
Name _____
Phone _____
Fax _____

Accident Details

Tail Number N297DB Aircraft Type CESSNA 421

Departure
Date 12-8-12 Time 1:15 APPROX. EXACT
Location KLNA RUNWAY 03 DEPARTURE

Accident
Date 12-8-12 Time 1:15 APPROX. EXACT
Location 1/4 NM. N. OF KLNA

Injuries ? Names TIMOTHY JOHNSON
Fatalities ? Names ?

Property Damage (circle one) Yes / No Explain _____

Accident Description: AIRCRAFT DEPARTED RUNWAY 03, LEFT ENGINE FAILED, STALLED AND SPUN FROM APPROX. 400 FT.

Fuel Details

How was the aircraft fueled? (circle one) Refueler / Self Serve Dispenser / Full Serve Dispenser

Type of Fuel? (circle one) Jet A / Jet A with FSII / Avgas

If jet, does it contain SDA? (circle one) Yes / No / Unknown / NA

Fuel Uplifted 171.1 Gallons Date 12-8-12 Time 1:10 APPROX. EXACT

Were samples retained? (circle one) Yes / No

How many aircraft fueled since the aircraft in question? 0 Total gallons? N/A

Other fuel related problems reported? (circle one) Yes No Explain _____

Has fueling from involved equipment ceased? (circle one) Yes / No

How many gallons sold since last transport receipt? _____

A fuel quality assurance review will be conducted based on the Phillips 66 Aviation Fuel Quality Assurance Requirements. See reverse side for information needed.

Name (print) JEFFREY R. SWATERS

Title LINE SERVICE / OFFICE

Signature [REDACTED]

Date 12-8-12

JEFF SWATERS [REDACTED]
OBSERVED C 421 CRASH ON 12 8-12 @ 1 30.
FROM FLORIDA AIRMOTIVE OFFICE

AT APPROX 1 00 PM I SAW N297DB ON
TAXI OFF ROLL, RUNWAY 03. IMMEDIATELY AFTER
LIFT OFF, I NOTICED A THIN TRAIL OF BLACK SMOKE
TRAILING FROM LEFT ENGINE I PICKED UP A SET OF
BINOCULARS AND WATCHED THE AIRCRAFT CONTINUE TO
CLIMB IN A NORMAL ATTITUDE TO APPROX. 300 FT.
AIRCRAFT SEEMED TO PITCH UP AND ROLL
TO THE LEFT. LEFT PROP WAS WINDMILLING,
AND EVENTUALLY CAME TO A COMPLETE STOP. AIRCRAFT
CONTINUED TO ROLL TO THE LEFT UNTIL INVERTED,
STALLED AND SPUN 1 1/2 TO 2 ROTATIONS BEFORE
IMPACT, [REDACTED]

Nicole Albano CSI, OCS

on Dec. 9 at approximately 1:30 I was sitting in The FBO
Florida Airline when I observed an aircraft at the ^{window} _{to the west}
departing runway 3 there appeared to be brown smoke ^{and}
left the gentleman at the desk shocked at first
I ran to the window and saw the aircraft ^{upward}
roll over into a ball of flame and black smoke
on the north end of the park around the John pine pine
area.


Nicole Albano