

ON 12-2-12 AT APPROXIMATELY 6:20 P.M., I WAS OUTSIDE MY RESIDENCE AT [REDACTED] [REDACTED] IN GREENSBURG. AT THAT TIME, I HEARD A LOW FLYING PLANE, FLYING SLIGHTLY WEST OF MY RESIDENCE IN A NORTHEAST TO SOUTHWEST DIRECTION.

THE PLANE APPEARED TO BE GOING SLOWER THAN MOST DO IN THIS AREA. I BASE THIS ON THE SOUND OF THE PLANE, SINCE I WAS UNABLE TO SEE IT BECAUSE OF THE FOG AND LIGHT ~~THICK~~ MIST IN THE AREA AT THE TIME.

AS THE PLANE FLEW OVER, I THOUGHT ~~THE~~ IT WAS IN TROUBLE FROM THE SOUND OF THE ENGINE. IT SOUNDED AS ~~IF~~ IF IT MISSED OUT OR SPUTTERED FOR A SECOND. ~~AS~~ AS IT CONTINUED SOUTHWEST, I CONTINUED TO LISTEN TO IT, WHEN I HEARD A SUDDEN REV UP OF THE ENGINE. THAT WAS FOLLOWED BY WHAT I WOULD CALL A SHARP BANK AND THEN A QUICK DESCENT. AT THE END OF THAT SOUND, I HEARD WHAT I WOULD DESCRIBE AS A SUDDEN STOP, FOLLOWED BY A SOUND ~~RESEMBLING~~ SIMILAR TO THAT OF BRANCHES GOING INTO A WOOD CHIPPER. →

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I then RAN into the house, grabbed my keys and headed back out to my truck. I then drove to the Airport to see if I could locate anything of a crash. At the Airport, I noticed that there were no lights activated on the runway.

I then drove to the area of CR 150 West, South of Park Rd. I drove around the area for about half an hour in an attempt to locate a crash.

I spoke with Deputy Dave Henderson on the phone about the incident. He advised me he was off duty at the time. I also spoke to Deputy Derek Fasnacht on the roadway near Wespeiser Addition on CR 150 West. I advised him of what I had heard.

I then returned to my residence and got on my ATV and ~~rode~~^{rode} thru the fields South of Park Road near WTRE. I rode to CR 150 West to the area of Charlie Beggs Home Place. Unable to locate anything, I returned home. I then received a phone

Mr. Dill,

In reference to the airplane accident at the Greensburg Airport on December 2, 2012. We were scheduled for work at Parkside Bowling Center at 6:00 PM. We were waiting for our league bowlers to arrive for the 6:30 league. My wife and I were in the office and both heard an airplane fly over that sounded to be a low altitude. I said to my wife "who would be out flying that low in this weather". I went running out the front door of the bowling center and looked up to see if I could find the plane in the air. I didn't see anything so I went around the north side of the building and around to the back parking lot which is about 400 feet from the runway. The runway lights were not on. I stood and listened to see if I could hear it coming back around. If I did hear it I was going to activate the lights in case he couldn't get them turned on. I waited approximately 2 minutes and I could no longer hear him, so I assumed he was heading to an alternative airport. I went back inside the bowling center. That's when I noticed a half dozen or so police cars with the red and blue lights on going into the airport, driving down the taxiway and turning on the runway headed south. Approximately 5 minutes later Indianapolis Approach called and advised me that they were tracking a Piper Malibu, N number 92315, on approach into the Greensburg Airport. The bowling center phone is listed as the airport since I am the Airport Co-manager. I told him that I had just heard an airplane fly over the bowling center which sounded to be at a low altitude. He asked me if I would check and see if the airplane was on the runway or ramp. I informed him that after seeing the police cars, I assumed that the plane had crashed. He told me that if I had any further information to call him at the number that he gave me. Approximately 15 minutes later a homeowner that lives at the north end of the runway came over to find out what all the police cars were about. I told him that I believed an airplane had just went down. I asked him if he had heard anything from his house. He told me that he wasn't at home, he was on the other side of town. His grandson, Gus Gregory, about 12 years old, spoke up and said "I saw the airplane." So I asked him if he saw the landing lights on the aircraft. He didn't know what I meant. I explained to him that the landing lights looked like bright car headlights. He said that wasn't what he saw but he could see lights flashing, which I assumed were the strobe lights. I asked him if it was very high and he said it looked like it was coming down for a landing. Approximately a half hour later, Indy Approach called me back and wanted positive verification that the airplane was not on the ramp or in the hangar. I told him that there were 2 cars in the hangar and the pilot's pick-up truck was at the airport office and there was no airplane in the hangar. He informed me that they were going to start a search and rescue mission. The aircraft was found about four and a half hours later, sitting in some trees on the edge of a ravine with four occupants on board; no survivors. The weather appeared, in my opinion, quarter of a mile visibility with light fog and drizzle with a ceiling of 200 to 300 feet at best.

Sincerely,

Thomas C. Schoettmer