

The following is an account of what I witnessed on 8/11/2012.

I was just under 2.5 miles SSW from the crash site. The coordinates of where I was standing at the time of the crash were 39:30.37 N 089:18.41 W.

I was mowing along the drive and had just got off my tractor. I looked to the north and noticed a plane diving. The plane was still up high enough that I thought that someone was getting ready to do a loop. I quickly realized that this plane was not over the airfield but was over the town and therefore wouldn't be doing aerobatics.

I watched him fly, without spinning, straight down as if flying down the line of a plumb bob.

I can't say if I heard his engine at this time. At this time I had watched him for about 6 -7 seconds.

As he got closer to the ground I heard his engines go to full throttle. I could hear the engines at full throttle for about 3 seconds before they went silent and I knew that he had hit the ground.

The total time that I watched the plane was about 9 – 10 seconds.

For the duration of the time that I watched him he was nose straight down. His left wing tip was toward me. His top side was to the west and I could see just part of his right wing.

Steven Brannan

Taylorville, IL 62568

Latson Tom

From: Kyle Rentfrow [REDACTED]
Sent: Sunday, August 12, 2012 4:09 PM
To: Latson Tom
Subject: Taylorville II Plane crsh

Dear Tom,

My name is Kyle Rentfrow and I am with the Taylorville Fire Dept. I was one of the members working the scene and helping with the body removal. I was at home at the time of the crash on Sat. Aug. 11, 2012. I was outside at the time of the accident. I was in my driveway and heard the loud winding noise of an airplane. I looked up at the sky and saw this plane doing a nose dive straight down. I remember thinking to myself that this plane is going to crash. All I heard though was the winding of the motor and it seemed to keep getting louder. I listened for a loud boom or an explosion and never heard anything. The winding noise stopped and that was it. I walked back towards my house and it seemed like only 1 minute, 2 minutes at the most before I received a page for the fire dept to respond for a plane crash into a residence. I looked and our dispatch time was 11:25 a.m. on Saturday Aug. 11, 2012. My residence address is [REDACTED] Taylorville. That location is Northeast of the plane crash location. If you have any questions feel free to e-mail or call me. Cell# [REDACTED]
Fire Dept# [REDACTED].

Thanks
Kyle Rentfrow
Firefighter/EMT City of Taylorville

From: Paul Brewer
Sent: Monday, August 13, 2012 5:44 PM
To: Latson Tom
Subject: Taylorville Crash

Mr. Latson:

I witnessed the crash from approximately .6 miles away on East Adams Street in Taylorville. I witnessed only the last few seconds of the flight, but had a clear view of the plane's descent to the WSW of my location.

My initial thought was the pilot was flying aerobatics, as it seemed to be in a full power, completely vertical dive.

Engine noise was extremely loud.

My estimation of altitude when I started looking is only a crude approximation - my guess is around 500' AGL. My initial thought it was flying aerobatics over an inhabited area and that did not make sense, nor did the twin-engine plane seem to be one typical of aerobatic flight.

From my position, I could see the bottom of the plane well.

I saw no evidence of spin, and if there was any roll around the vertical axis, I do not recall it.

I told my girlfriend who was standing next to me, "He is going to crash." A dull thud followed. I expected to see perhaps fire or smoke but saw none.

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Paul A. Brewer
Toledo, Illinois

Latson Tom

From: DeanPilot [REDACTED]
Sent: Sunday, August 12, 2012 4:03 PM
To: Latson Tom
Subject: Aircraft accident Aug 11

My name is Robert Dean Baxter. I am an experienced pilot. I am not employed by Barron aviation. I arrived Taylorville airport Saturday morning August 11 to skydive. I assisted pilot Brandon Sparrow fuel the Beech 18 with 97.7 gallons of fuel. This fuel was split evenly between the left and the right tank. I only handled the hose. The pilot physically put the fuel in the tanks and capped the tanks. I turned away to stow the hose and did not witness the pilot drain sumps. The fuel was from a 1000 gallon tank owned by Barron Aviation. It is not owned by the FBO. It was not filled from the FBO supply. Barron aviation brought this tank to the airport for the sole purpose of refueling their Beech 18. Mike Barron came as groundcrew for any needed maintenance. The pilot was the only crew present when the aircraft was refueled. After this refueling, the aircraft took off within 10 minutes and climbed to altitude within 20 minutes, at which time the accident occurred. I estimate that the aircraft ran no longer than 30 minutes from refueling to time of accident. The engines appeared to operate normally for the entire climb and decent to impact.

Robert D. Baxter

iPhone MSG

From: Tony Wyrstek
Sent: Tuesday, August 14, 2012 3:48 PM
To: Latson Tom
Subject: photos of the Beech 18 that crashed in Taylorville, IL...

Greetings, Tom Latson,

Attached are a large group of photos of the Beech 18 that crashed in Taylorville, IL..

I did take this bunch of photos of it on Friday, the day before it went down.

Anything I can do to help please let me know!

Sincerely, Tony Wyrstek