



**WITNESSES**

**CEN19MA190**



## MEMORANDUM for RECORD

**Ralph E. Hicks**  
**Senior Air Safety Investigator, Operations Group Chairman**  
**Eastern Region Aviation**

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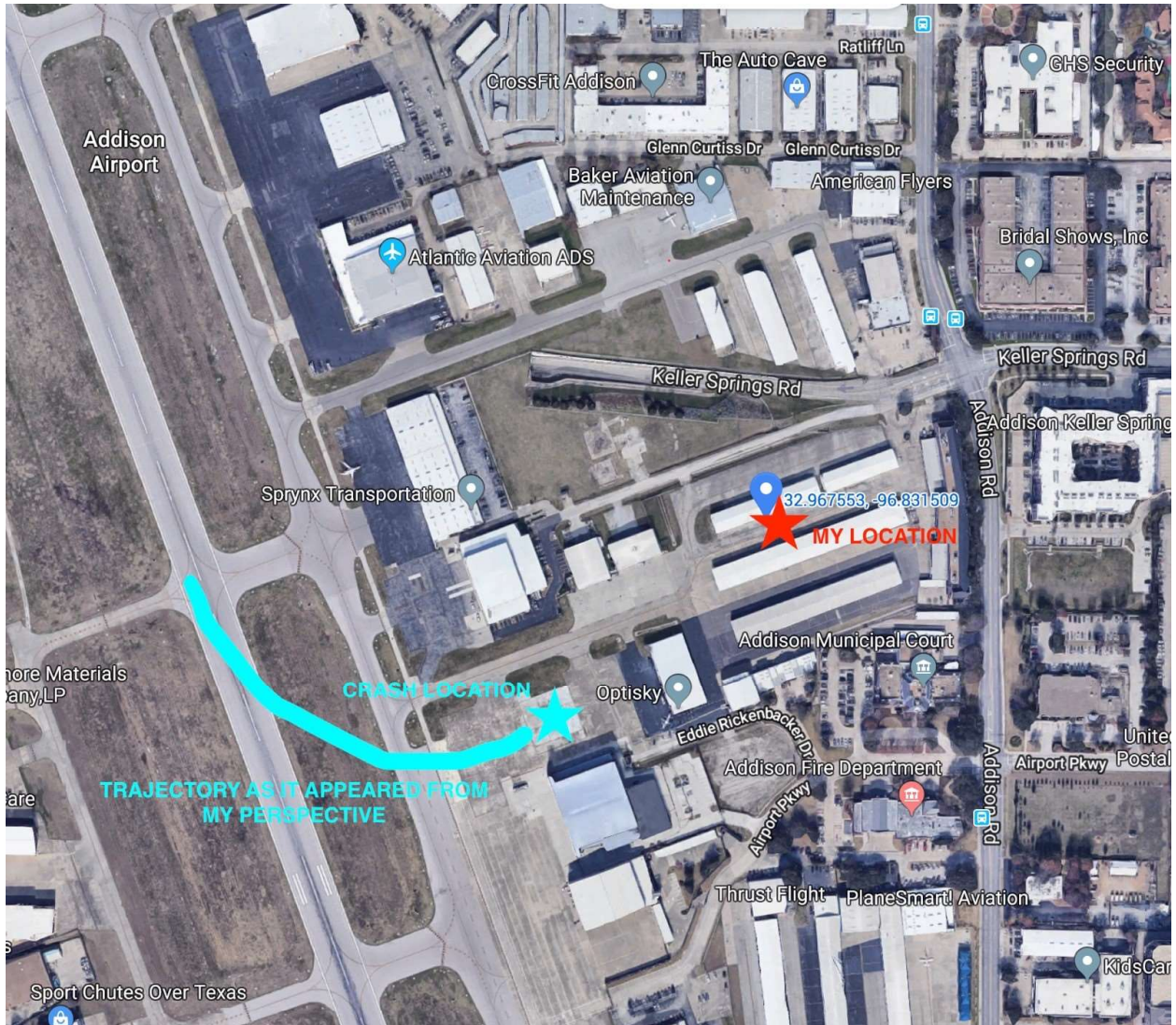
**Date: July 2, 2019, 0923 CDT**  
**Person Contacted: Ms. Charla Dumas (Witness) [REDACTED]**  
**NTSB Accident Number: CEN19MA190 – Addison, TX**

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This investigator interviewed Ms. Dumas by telephone. Also on the call was David Mikolajewski (FAA Operations Group Member). Ms. Dumas reported the following:

We asked Ms. Dumas to describe what she had witnessed and experienced. Charla was located at the hangar to the north of the impacted hangar. Charla described the sound of the engines...the airplane was getting closer to her as her back was to the departing aircraft. Charla turned around to see where the aircraft was. The aircraft appeared as if it was flying in the direction of where Charla was located at the hangar. Charla believed the aircraft as to be "showing off" because he was way too low to be turning left. Then she noticed the aircraft kept turning and was going to hit the hangar next to her. Charla stated she could feel the heat from the fire. Charla did not notice anything with aircraft engine noise or if both engines were still running.

Ms. Dumas provided the following diagram showing her position and her reported track of the airplane.



The interview ended at 0930.

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME	DATE 07/02/2019
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION CHARLA DUMAS		ROUTING	
		SYMBOL	INITIALS
SUBJECT KING AIR ACCIDENT (ADS) 6/30/2019			
DIGEST			
ASKED CHARLA DUMAS TO DESCRIBE WHAT SHE HAD WITNESSED AND EXPERIENCED. CHARLA WAS LOCATED			
AT THE HANGER TO THE NORTH OF THE IMPACTED HANGER. CHARLA DESCRIBED THE SOUND OF THE			
ENGINES WERE GETTING CLOSER TO HER AS HER BACK WAS TO THE DEPARTING AIRCRAFT. CHARLA TURNED			
AROUND TO SEE WHERE THE AIRCRAFT WAS. THE AIRCRAFT APPEARED AS IF IT WAS FLYING IN THE			
DIRECTION OF WHERE CHARLA WAS LOCATED AT THE HANGER. CHARLA BELIEVED THE AIRCRAFT AS TO BE			
"SHOWING OFF" BECAUSE HE WAS WAY TOO LOW TO BE TURNING LEFT. THEN SHE NOTICED THE AIRCRAFT			
KEPT TURNING AND WAS GOING TO HIT THE HANGER NEXT TO HER. CHARLA STATED SHE COULD FEEL THE			
HEAT FROM THE FIRE. CHARLA DID NOT NOTICE ANYTHING WITH AIRCRAFT ENGINE NOISE OR IF BOTH			
ENGINES WERE STILL RUNNING.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 07/02/2019	TITLE	SIGNATURE	



## Hicks Ralph

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**From:** eyewitnessreport  
**Sent:** Monday, July 1, 2019 2:26 PM  
**To:** Hicks Ralph; Rodi Jennifer  
**Subject:** FW: Addison Airport Accident

FYSA Witness

Regards,

*Erik*

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**From:** [REDACTED]  
**Sent:** Monday, July 1, 2019 11:46 AM  
**To:** eyewitnessreport <eyewitnessreport@ntsb.gov>  
**Subject:** Addison Airport Accident

To whom it may concern:

I witnessed the airplane crash yesterday, June 30, at 9:15 AM. My office (12 floor) window gave me a clear view of the accident. My wife says that you may be looking for witnesses and that I should reach out.

I'm a bit shocked by the incident but am able to talk to you if you need it.

Regards,

**Will Hood**

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]



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Milwaukee, Wisconsin 53202-4797.



## MEMORANDUM for RECORD

**Ralph E. Hicks**  
**Senior Air Safety Investigator, Operations Group Chairman**  
**Eastern Region Aviation**

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**Date: July 9, 2019, 1624 EDT**  
**Person Contacted: Will Hood (Witness) [REDACTED]**  
**NTSB Accident Number: CEN19MA190 – Addison, TX**

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This investigator interviewed Mr. Hood by telephone. He reported the following:

He was in his office at the time of the accident. The office was at the intersection of Airport and Addison Roads. His window faces the east side of the hangar that the airplane hit. He picked up the airplane after it took off, and it appeared to be doing “stunts.” Then he realized that it was not a stunt plane; it was too large. He then saw the airplane spiral down, turning counter-clockwise. He could not hear the airplane from his office. It hit the hangar and he observed the fireball. He was going to call 911 but realized that the fire station was next to the hangar.

The interview ended at 1630.



## Hicks Ralph

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**From:** Cruz Pocholo  
**Sent:** Wednesday, July 3, 2019 12:48 PM  
**To:** Hicks Ralph  
**Cc:** Juan Garcia  
**Subject:** Fwd: Addison kingair crash

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**From:** Grosf Erik [REDACTED]  
**Sent:** Wednesday, July 3, 2019 11:45 AM  
**To:** Rodi Jennifer; Cruz Pocholo; Hicks Ralph  
**Subject:** Fwd: Addison kingair crash

WITNESS

Regards,

Erik

Erik R Grosf  
Senior Adviser Special OPS  
Office of the Managing Director (MD1)  
Desk [REDACTED]  
Cell [REDACTED]  
(24/7) Response Operations Center "ROC" 202-314-6290

Sent via  Radio 

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**From:** Kyle Leahy [REDACTED] >  
**Sent:** Wednesday, July 3, 2019 11:41:47 AM  
**To:** eyewitnessreport  
**Subject:** Addison kingair crash

Hi!

It was suggested that i contact you guys with my recollection of the kingair crash the other day. I was cleaning up my plane on the atlantic ramp (in front of the Ameristar hangar) and saw pretty much the entire flight path up until the stall. Hopefully, passing it along will help somewhat.

I had been out working on my plane since about 8am. the crash was roughly around 9:09 lcl, i think. The guy rotated around the 3000ft sign (for rw33) and climbed pretty steeply to around 50-75 feet. It caught my eye because at first i thought he was showboating with the steep rotation. he then went into a hard left yaw, with full deflection on the rudder. he did not raise the gear throughout the process. Instead of lowering the nose, it looked like he increased power to the right engine, which further aggravated the yaw and added more roll. this put him to an arcing left turn away from the runway. he kept pulling the nose higher instead of dropping it, like he was trying to power through the engine loss, but what surprised me was he never thought to pull the power on the right side. I lost sight of him just as he stalled out over the corner of the atlantic building.

If i can help in any way, i can be reached at this email or at [REDACTED].

kyle leahy.

## Hicks Ralph

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**From:** eyewitnessreport  
**Sent:** Tuesday, July 2, 2019 6:34 PM  
**To:** Hicks Ralph  
**Subject:** FW: Witness to King Air Super 350 crash today at KADS airport

I think I sent this already but just in case

Regards,

*Erik*

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**From:** David Snell [REDACTED]  
**Sent:** Monday, July 1, 2019 1:24 AM  
**To:** eyewitnessreport <eyewitnessreport@ntsb.gov>  
**Cc:** 'David Snell' [REDACTED] >  
**Subject:** Witness to King Air Super 350 crash today at KADS airport

Hello,

My name is David Snell and I am a pilot out of KADS and was about to fly in my C182 around 915 Sunday morning and saw the crash of the Super King Air 350. I gave my info to the Tower Sunday afternoon as well as KADS ops mgr Joe McNally. I was with another pilot we BOTH saw the King Air look as though it was under powered sounded that way as we know what a King Air should sound like. It did NOT sound like it was just running on single engine. Anyways can verify we saw it NOT climb at low power and veer to left of rwy 15 and next thing looks like it stalled and left wing dipped right in to hangar. I am a pilot of 33 years, a CFI, have degree in professional aviation and the pilot with me is typed in several large corporate jets. We saw whole departure lack of climb out heard it saw it all.

My cell is [REDACTED] OR this email is [REDACTED]. Tragic situation but happy to answer questions just let me know.

David Snell

Cel [REDACTED]



## MEMORANDUM for RECORD

**Ralph E. Hicks**  
**Senior Air Safety Investigator, Operations Group Chairman**  
**Eastern Region Aviation**

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**Date: July 1, 2019, 1045 CDT**  
**Person Contacted: Mr. David Snell (Witness) [REDACTED]**  
**NTSB Accident Number: CEN19MA190 – Addison, TX**

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This investigator interviewed Mr. Snell by telephone. Also on the call was David Mikolajewski (FAA Operations Group Member). Mr. Snell reported the following:

He was outside on the ramp at Atlantic Aero, getting ready to fly his C182 to have breakfast. He has been flying for 33 years, went to Louisiana Tech aviation program and is a CFI but not current. He has also done aerial tours. He knows the sound of a King Air taking off, it makes a familiar noise. The King Air took off and immediately it sounded underpowered. It just did not sound right. But it did not sound like it was single engine either. Both engines appeared to be running. It sounded like it was at a reduced power setting. 1 to 2 on a scale of 4 as far as the sound went. The engine noise did not go up or down, it was consistent. The airplane took off on runway 15 and veered to the left. The airplane was not climbing. The tail was low but it did not seem like a Vmc scenario. The airplane appeared to be in slow flight. The airplane then stalled and rolled left and crashed into the hangar.

The interview ended at 1057.

After the interview, between July 1 and July 6, Mr. Snell sent a series of text messages to the Operations Group Chairman on the subject of the accident:

**(Snell)** Hi ralph Could not do the work you guys do but as a pilot compassionate for those people and what happened to them yesterday I hope what I saw and witnessed can help in your investigation. I will forward your information to my friend Karen and have her get in touch with you also thanks David Snell and let me know if you need anything else or in person statement I'm happy to do whatever I can

**(Hicks)** Thank you so much! Very helpful!

**(Snell)** Well I know how much bad information gets tossed around a specially by the media and if they are all coming to me seeking answers I'm going to be very straightforward with them that they cannot speculate simply because they want to be first to get an answer and I don't know crap of what they're talking to

**(Snell)** Your guys job is hard enough without a bunch of idiot media people asking stupid questions wanting answers to things that nobody can know at this point if I can help mediate any of that as I have dealt with the media with my Starlight Flight business covering positive stories I will try to simmer any and all of them down and keep it factual and not speculator.

**(Snell)** I sent your information to my friend Karen she's in a Sam at flight safety right now I'm sure she will contact you she like me wanted to give the most accurate account of what we saw and heard based upon decades of flying experience

**(Snell)** Hi Ralph it is David Snell from yesterday. I heard the CVR has been somewhat released and that they were apparently having problems with the left engine. .There's a slight turn to the left of centerline was probably induced by the loss of power on the left engine and not intentional. If they never got above 103 kn that airplane was probably heavy as it was. The problem probably developed immediately during takeoff because they never cleaned up the airplane at least gear wise from what you guys said and what we saw. The rate....At which that Airplane rolled over to the left in a somewhat slightly nose high attitude trying to climb and very slow was probably a VMC roll and a stall to the left all at the same time. Those pilots or the PIC would have had to have been absolutely perfect in their single engine operation is being so low and already starting off so slow with the heavy and dirty airplane. When it rolled 90 degrees left wing down It went very quickly. If the right engine was operating at full power it did not sound that way to us but if it was those engines I don't think our counter rotating so losing the left engine would be the worst one to lose during a climb out. Hope you guys can get some type of data without a flight data recorder to see what the issue was with the left engine. sounds like that's going to be the key. Knowing they had problems with the left engine does make sense for the direction they started to depart at a very shallow turn

**(Snell)** One final note. So we know now that they were having troubles with that left engine. We never saw any prop stop as I said from the get go it seemed like "both engines" were running but maybe at a greatly reduced power. If the left engine went into auto feather.... I believe the prop is supposed to stop all the way??? we never saw that I still think they got the airplane too slow trying to climb at a reduced airspeed and that went In to a stalled condition with a possible VMC roll that initiated the process. From the time they went by us it looked like that Airplane was struggling to climb and was in a slightly nose high tail low condition. If you need any more of our account feel free to call my cell for the other Pilot Karen who was with me thanks and good luck

**(Hicks)** Thanks for the info. Very helpful!

**(Snell)** Np.....My friend Karen who you spoke to has massive amounts of jet time and trains in the airplanes for flight safety is very knowledgeable also.....Personally my opinion whatever

was going on with that left engine and whatever power setting they were on the right engine somehow they let the airspeed get to slow because when that thing let loose whether it was VMC or a stall or a combination it look like somebody jumping off a cliff. it went from kind of straight and level little nose high within two or three seconds 90° knife edge straight down.....Interesting what maintenance records will show hearsay and total here say there may have been some previous issues with the left engine no idea if that's true or not that's a chatter thru people that know people! My guess is the copilot had very little to no experience in the king air let alone maybe not even a multi engine rating and probably not a type rating everything probably will come down on the PIC shoulders.....A friend who's in local aviation that knew the Pilots name said something about the guy possibly having some type of ankle injury he heard?? Again hear say. However..... if true Depending on which ankle could certainly make it difficult to maintain directional control of that king air if the system was not activated or working correctly that supposed to help with directional control in an engine out situation. Obviously you guys will cover all of this and I am not here to throw anybody under the bus and I hate Aviation accident speculation because the media usually screws it up so badly. But all possible things to look into I'm sure you guys will clearly cover all maintenance and medical and training records obviously that's protocol... thanks for what you do and I do think it's good the NTSB elected to let that information out to give the general public some insight as to what might have been going on board as this is getting such strong media coverage. If I can help any other way or need to make a personal statement at any point just let me know

**(Snell)** Hey Ralph it is David the Pilot from Addison spoke to you the other day about the king air crash. Sorry I know it's Saturday. I have gone over what I saw with my friend Karen and another king air pilot over and over. And sadly everything we saw appears as though the single engine out procedures appear to have not been done correctly with whatever was going on in our opinion. Keeps eating it may because I saw it go down but they never once were able to or did bank into the good engine the right side. Considering they were heavy everything we concluded by what we saw sadly I think the pilot was un able or did not perform the correct procedures which led to either a Vinc Roll or stall or both sealing their fate. Can't get the images out of my head both myself and my friend Karen who has way more multi experience than I have by far. Will be interesting to see what the pilot and a king air 315 but I can't unless you are very polished in single-digit out during rotation I am told that Airplane is very Squirrley and could get away from you which I think is what happened

**(Snell)** Sorry just keeps eating at me seeing all if it last Sunday. Don't recall seeing left side prop slow to a feathered condition but I have no way to know if they had auto feather armed or not and if it was in process of being feathered or not. We both don't recall seeing any real slow down in that left prop at all? Sad to witness more sad if it was and most likely is found to be pilot error that lead to that horrible crash but we can't see how it could be anything but pilot error after seeing plane drift left of centerline never banking towards good engine. Seems like they could not hold rwy heading at any point. Let us know if you need more details later. Awful deal to watch.



## Hicks Ralph

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**From:** Grosof Erik  
**Sent:** Monday, July 1, 2019 6:41 PM  
**To:** Hicks Ralph; Rodi Jennifer  
**Subject:** Fwd: Addison Airport King Air crash 6/30/19

Witness  
Regards,

Erik

Erik R Grosof  
Senior Adviser Special OPS  
Office of the Managing Director (MD1)  
Desk [REDACTED]  
[REDACTED]  
(24/7) Response Operations Center "ROC" 202-314-6290

Sent via  Radio 

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**From:** Sean Torpey [REDACTED] >  
**Sent:** Monday, July 1, 2019 4:28:18 PM  
**To:** eyewitnessreport  
**Subject:** Addison Airport King Air crash 6/30/19

Hello,

I was working at the airport the morning the plane crashed. Unfortunately I saw it happen. I saw on the news recently someone from the NTSB said they didn't know the Tail Number of the KA350 that crashed. The pilot who was talking to Ground from that King Air said it was N534FF (1408 and ~40 seconds UTC) There's a lot of things confirming that tail number (FlightAware's flight plan tracking that plane, LiveATC Archives, A few eye witnesses as well). I'm sure you guys do a thorough job and probably have that information already but I figured it cost me nothing to send a quick email. Also for the record based on what I have seen / heard from other King Air pilots that had the event described to them, and a bit of piloting knowledge myself, it seems that they had some sort of issues getting to speed on takeoff, then fell into a Vmc roll or some sort of stall of the left wing before rolling over.

If there's any other information you're looking for, I'd be glad to help in any way I can. Unfortunately I don't have video of the incident.





## MEMORANDUM for RECORD

**Ralph E. Hicks**  
**Senior Air Safety Investigator, Operations Group Chairman**  
**Eastern Region Aviation**

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**Date: July 1, 2019, 1429 CDT**  
**Person Contacted: Ms. Karen Tassan (Witness) [REDACTED]**  
**NTSB Accident Number: CEN19MA190 – Addison, TX**

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This investigator interviewed Ms. Tassan by telephone. Also on the call was David Mikolajewski (FAA Operations Group Member). Ms. Tassan reported the following:

She was standing on the ramp at Atlantic Aero with Mr. David Snell. She had an unobstructed view of the runway and hangar where the King Air crashed. She was facing south. She saw the King Air going down the runway. The airplane did not have its distinctive growl, it seemed more quiet than normal. The airplane sounded like it did not have sufficient power to takeoff. It rotated, but did not have enough speed to fly. It was initially in ground effect, then it climbed slowly and then drifted to the left. It crossed the grass between the taxiway and runway. It was too early for a normal turnout after takeoff. It drifted initially with no bank, then it rolled and nosed into the hangar. This appeared to be a textbook stall. She is a professional pilot, 20 years of experience, complex, jet, instructor. There was no smoke, no bangs, the gear were not up. The pitch angle was not excessively high, then it stalled.

The interview ended at 1440.