



U.S. Department
of Transportation
**Federal Aviation
Administration**

Louisville Flight Standards
District Office
10200 Forest Green BLVD
Suite 310
Louisville, KY 40223

Witness Statement

Date: 06-28-2022 Time: 1600

Location: Ohio Co Airport HARTFORD KY KJAD

Witness Name: John GAITHER

Phone Number: Day: _____ Cell: _____

Address: _____

Rumsey KY 42371

E-Mail: _____

Occupation: Nurse ANESTHETIST Employer: GAITHER Anesthesia Services

Where were you in relation to and at the time of the accident?

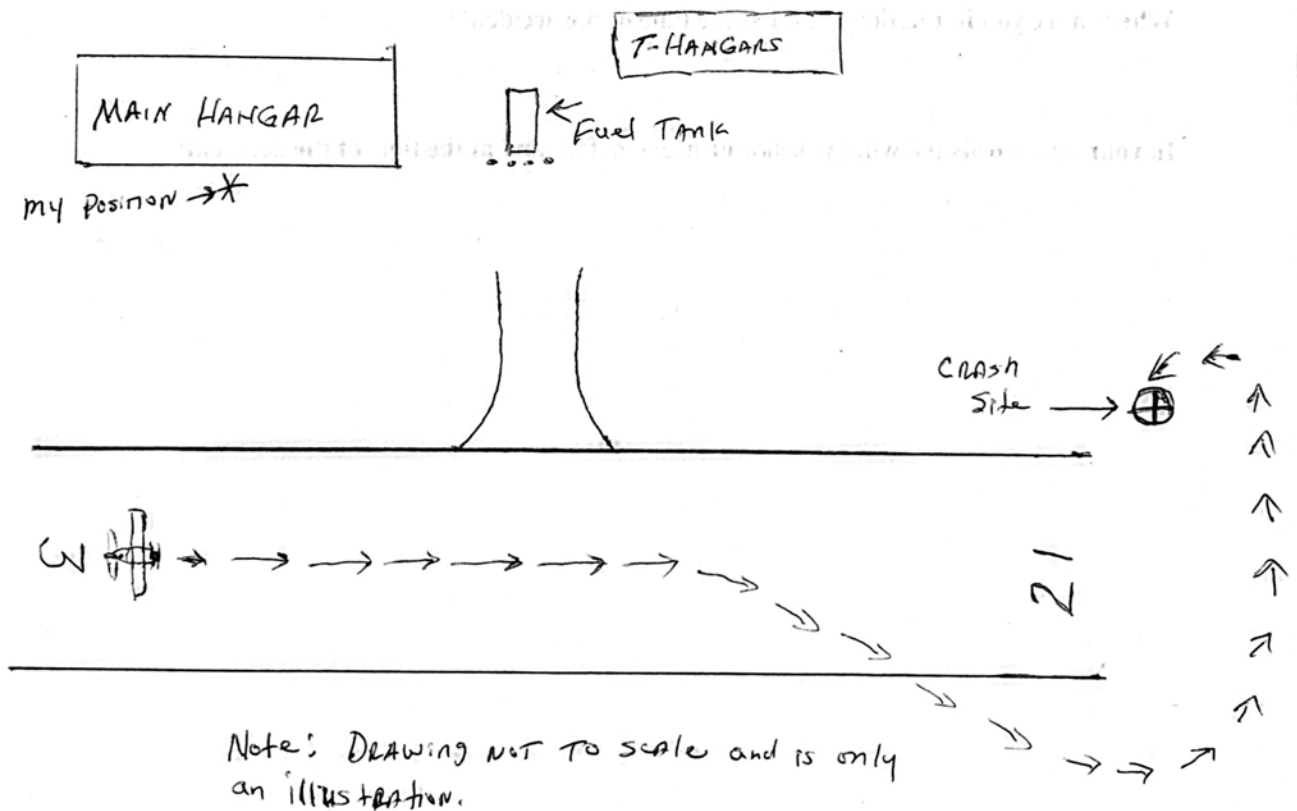
Standing directly in front of the main hangar facing the runway watching the take off.

In your own words tell what you saw or heard before and at the time of the accident:

On Friday 06-24-2022 at approximately 1400 CST I was at the Ohio Co Airport in Hartford KY. There was a Bucker Jungmeister airplane parked in front of the main hangar. I admired the plane and took a few photos. I was advised by the FBO owner that the owner/pilot was on his way to the airport to fly the plane. A few minutes later the owner/pilot arrived. I spoke with him briefly and he and the FBO operator/Aircraft mechanic went to the airplane and did a walk around inspection. They then ^{pulled the} airplane by hand to the fuel tank and fueled the airplane. After fueling the pilot strapped himself into his parachute and buckled himself into the cockpit. The mechanic hand prop started the airplane with the pilot at the controls. After start-up the pilot taxied to the Ramp area in front of the hangars and taxied in circles for several minutes. During this time I noticed that the pilot was on his cell phone for a short time. After the warm up on the ramp he waved to us and taxied onto the runway. He taxied to the south ~~end~~ end of the runway and turned around for departure on runway 03 to the north. (See Back side)

Date 06-28-2022

I saw the plane begin to accelerate down the runway. The plane appeared to become airborne at approximately 1000 feet down the runway or just a little before. As the plane passed the main hangar the aircraft was gaining altitude very slowly. The engine sounded as if it was running smoothly. I did not hear the engine missing or sputtering. The airplane continued in flight down the runway. Near the North end of the runway the pilot steered the plane to the right of the runway and was only gaining a small increase in altitude. After steering to the right of and passing the end of the runway the airplane made a left banking turn back toward the end of the runway which would be runway 21. During the turn back to the runway the airplane appeared to descend slightly. The airplane continued its turn but appeared to overshoot the centerline of runway 21. I saw the airplane increase its left turn sharply. At that time the left wing dropped and the airplane's nose dropped. I watched as the airplane disappeared from my sight in a steep nose down, left wing down attitude.





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Witness Statement

Date: 6-24-2022 Time: 14:00

Location: KJAD OHIO CO AIRPORT

Witness Name: DAVID WOOSLEY

Phone Number: Day: [REDACTED] Cell: (111)

Address: [REDACTED]
HARTFORD KY 42347

E-Mail [REDACTED]

Occupation: AAWP IA Employer: SELF

Where were you in relation to and at the time of the accident?


IN FRONT OF MY HANGAR

In your own words tell what you saw or heard before and at the time of the accident:

SEE ATTACHED

Signature: [REDACTED] Date: 7-1-2022

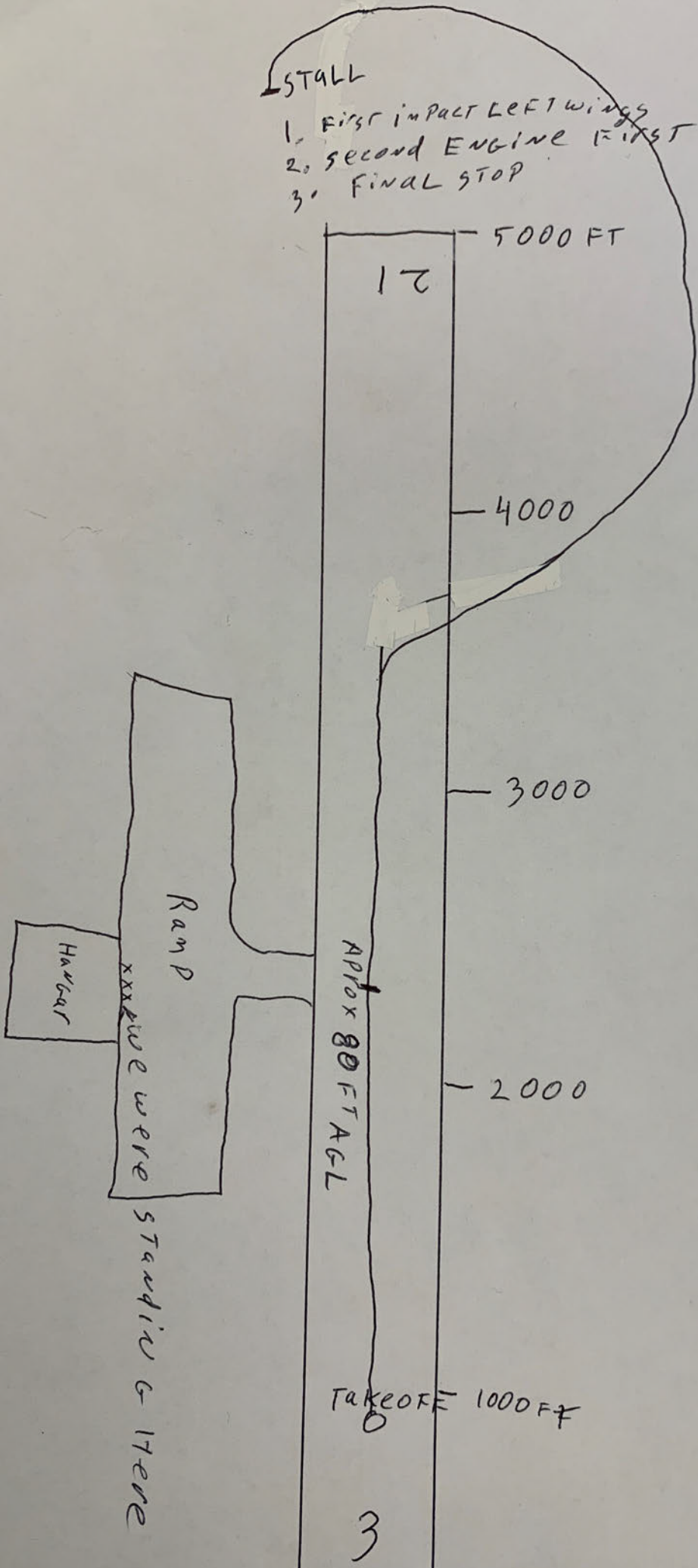
On June 24 I started the engine on N1940H and Tim taxied around for about 10 minutes on the ramp for the engine to warm up. The engine was sounding good with no popping or backfires. I saw him do a Control check before he taxied out to take off from Runway 3 at Ohio county airport at approximately 14:00. N1940H became airborne at or about the 1000 Ft marker and climbed to approximately 80-100 feet. It passed in front of my hangar at 80-100 feet and the engine sounded smooth. I noticed the pitch of the airplane was extremely high it looked to be 35* nose up and ground speed was slow. It flew strait down the runway until about the 4000 Ft marker then turned about 35* Right of runway heading using shallow bank angle. It then flew away from the runway for a short time then started a left turn back to runway 21. The airplane flew passed runway 21 centerline and I noticed the bank angle increase and I said out loud "don't do it" immediately after I said it the left wing appeared to have stalled and the nose dropped and it went behind trees and did not reappear. My wife and I ran to our car and john said he was calling 911. Kris grabbed a medical kit and jumped in the car with me to respond to scene.



7-1-2022

STALL

1. First impact LEFT wings
2. second ENGINE FIRST
3. FINAL STOP



21

5000 FT

4000

3000

2000

APPROX 80 FT AGL

TAKEOFF 1000 FT

3

Ramp

Hangar

xxxxxx we were

standing & there



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Witness Statement

Date: 6/29/22 (of statement) Time: 3:30 pm (of statement) (of accident: 6/24/22 approx. 2pm)

Location: Ohio County Airport

Witness Name: Kristal Woosley

Phone Number: Day: [REDACTED] Cell: Same

Address: [REDACTED]

Hartford, Ky. 42347

E-Mail [REDACTED]

Occupation: Office Manager/co owner Employer: Leading Edge Aircraft Services, LLC.

Where were you in relation to and at the time of the accident?

Standing outside the Leading Edge hangar.

In your own words tell what you saw or heard before and at the time of the accident:

On Friday June 24th at approximately 2pm Tim Callis arrived to fly his Bucker airplane. We talked a bit as we walked out to the air plane. We introduced Tim to our friend John and they talked a bit. David (my husband) and Tim pushed the airplane to the fuel pump and fueled it. They talked while Tim put his parachute on and buckled it, Tim did his checks and got in. Dave prop started the airplane for Tim. Tim taxied down by the T-hangars and did his checks where you move the stick around and make sure ailerons and flaps were all moving properly. Everything looked and sounded good. He taxied in circles a bit warming it up while he was talking on the phone. Once ready he taxied out to the runway and turned right. He turned around then proceeded to take off. He was really low and the nose was pointed high, like the belly was going into the wind. I'm not a pilot so I didn't think a whole lot of it because it's an old bi-plane and I thought maybe that's a thing you do with those. He kept going low with the nose up and John and David were saying "why does he have the nose up!" "Put the nose down!" "why is he so low?" "Just land it!" That is when I knew something wasn't right. Then John said, "He could have

Signature: [REDACTED]

Date 6/29/22

Landed 4 times by now." Then when Tim was quite a ways from the end of the runway he took off to the right. He then turned left like he was coming in to land. He went far left passed end of the runway and it looked like ~~he~~ he was gonna try to line up. John and David started saying "Don't do it! Don't do it!" and Tim turned really tight. at that point the airplane made a sudden sharp kind of lean that looked really wrong to me and I just looked away. Then I heard a horrible sound and John and David were saying things really urgently. John yelled he was calling 911 and he and Dave ran to their cars, I ran in and grabbed our Trauma bag and when Dave came through I jumped in the car. We got to Tim super quickly, maybe 8 mins. The left wing was on the ground and the airplane was tilted to the left and the engine was on the ground and the tail was up. John and Dave were on either side of Tim talking to him. Tim was unconscious and not breathing. John did what he called a "jaw ~~the~~ thrust" and Dave grabbed an airway out of our bag and John put it in and Tim started breathing. They stayed with Tim taking care of and talking to him. When EMS showed up John and Dave helped them get Tim out.

I have no personal Experience to draw from as a pilot, I am not one. I do, though, assist David with things when he is working on airplanes and I know what a miss sounds like, a backfire, when they aren't making proper power, that sort of thing. I have also been here the few times a year Tim has come and flown it and know what it (the Biker) sounds like when running, taxiing and flying. Everything looked and sounded good.

6/29/22