



NATIONAL TRANSPORTATION SAFETY BOARD

Eastern Region – Ashburn, Virginia

Record of Conversation

Who: Duane Kerzic, witness

DATE: October 3, 2019

RE: ERA19FA275

Mr. Kerzic contacted the NTSB via EyewitnessReports@ntsb.gov, and provided a statement of what he observed in regard to an accident he heard near his home. A summary of that email is as follows: *"I was an audio witness of this crash. I was inside the house at the time so I couldn't tell relative directions to the aircraft. I was outside doing a car repair and came inside for lunch and to order additional parts. I was located at 40.961965, -75.298735 approximately 1,200' to the east of the crash location. I heard an airplane engine that was very loud, much louder than normal and sounded like it was near its maximum power. I figured someone was doing aerobatics. This lasted for at least 15 to 30 seconds as I wasn't really paying attention but it was loud enough to get my attention. Then the engine noise abruptly ceased, initially I figured ok they are done with whatever maneuver they were doing or are far enough away that I can no longer hear them. Between 2 and 4 seconds later I heard a thud. I wasn't certain that it was an airplane crash but I thought there was a possibility that's what it was. I went outside and scanned for smoke. Did not see any so wasn't certain as there is a rock quarry near by and sometimes you hear things from there and sometimes you can hear a crash on PA-33. I sent the following text message to a neighbor after I scanned the horizon. The text said, "I think I heard a crash. From an airplane. I don't see smoke however." My neighbor wasn't home however so I had no confirmation and couldn't be certain of direction as I was inside."*

In a follow-up telephone conversation, Mr. Kerzic stated that he thought the airplane was conducting aerobatics because of the "continuous high-power" and "different engine sounds" being made by the engine. The airplane was also flying overhead and not from one direction to the other. Mr. Kerzic said the engine noise suddenly stopped followed by a thud. He went outside and checked outside his home and did not see any smoke, so he went back inside and texted his neighbor. He could not recall how long he was outside before he went back into his home, but the time stamp on his text to his neighbor was 1223.

Mr. Kerzic said he was a mechanical engineer and had about 30 hours of flight training.

Leah D. Read, Sr. ASI



NATIONAL TRANSPORTATION SAFETY BOARD

Eastern Region – Ashburn, Virginia

Record of Conversation

Who: James Sasser, Witness

DATE: October 3, 2019

RE: ERA19FA275

Mr. Sasser contacted the NTSB via EyewitnessReports@NTSB.gov on the day of the accident and stated that he believed he heard the airplane accident around 1300 to 1330 EDT. In a follow-up telephone conversation, Mr. Sasser stated he was in his front yard about 1/3-mile from the accident site, when he heard the airplane doing maneuvers. It sounded like an airplane that performs at an airshow and he said he heard what he thought was the pilot applying power and reducing power. The sound of the airplane stayed in the area and lingered for several minutes before the sound of the engine just “stopped.” Mr. Sasser did not hear an impact. He said the time he heard the airplane, and what he provided on his initial statement (1300-1330) was still “what he could best recall.” *

Mr. Sasser said he grew up around ag-airplanes and was familiar with the sound of an airplane maneuvering.

Leah D. Read, Sr. ASI

*The accident occurred about 1218 EDT. An NTSB ATC Specialist reviewed radar data to see if the witness may have heard another airplane operating around the location of the accident between 1300-1330. He found no evidence that suggested there was another airplane in that area between that time.



NATIONAL TRANSPORTATION SAFETY BOARD

Eastern Region – Ashburn, Virginia

Summary of Email

Who: Christian Sondergaard

DATE: October 4, 2019

RE: ERA19FA275

Mr. Sondergaard contacted the NTSB via Eyewitness@NTSB.gov. He said, *"There was a lot of confusion in the media about the time of the crash, I always thought it happened 1218 which was confirmed in your preliminary report. I actually heard the crash when I stepped out on my deck at 1218, originally I thought it was model plane loud smooth running engine until it stopped with a zonk not a crash sound, I guess when it hit the swamp. I mentioned it to my wife, but newer thought more of it until the next day when they found the plane. I do have a video from a Ring Camera showing me looking towards the crash site, it started at 1218. The reason for the email is that I want You to know that the engine ran good until it hit the ground."*

Mr. Sondergaard said he lived 2200 feet from the crash site.

Leah D. Read, Sr. ASI