

**From:** [Wood, Clay](#)  
**To:** [Gossley, William \(FAA\)](#)  
**Subject:** Aircraft accident - Carlisle airport  
**Date:** Wednesday, October 21, 2020 9:12:19 AM  
**Attachments:** [image001.png](#)

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Mr. Gossley,

I've been instructed to contact you regarding the aircraft incident at the Carlisle airport this past weekend. Myself and Daniel Schaeffer were the medical crew that arrived on the second Life Lion aircraft to the scene. We landed remote from the accident scene, and did not physically see any of the wreckage. We had no contact with witnesses to the incident or talk to any bystanders regarding the incident. We ended up flying the front seat passenger of the plane to Hershey. The only information that he relayed to me... when asked if he was able to recall the incident... was that they were in the process of landing when the plane "suddenly flipped". He was no more descriptive than that and provided no more details regarding the incident.

If I can be of any further assistance, please contact me.

Clayton Wood FP-C, TMP  
Flight Paramedic II  
Life Lion Critical Care Transport  
Pennstate Health



20 October 2020

**From:** Jonathan L. Still, [REDACTED]  
**To:** William Gossley, Harrisburg FSDO

**Subj:** STATEMENT REGARDING N438BL MISHAP OF 18 OCTOBER 2020 AT N94

I am the owner of Still Flying LLC, a contract aviation services business (flight instruction, aircraft delivery, etc.) at N94. I am an ATP, CFII, and retired Naval Aviator. My association with Adam Messer began last March, when he joined EAA Chapter 122, for which I am currently President. I provided him with a Flight Review in my rental aircraft on June 9th, 2020. He purchased Bristell N438BL in late July 2020 from Sport Flying USA in Lancaster and asked me to provide initial instruction and checkout in the aircraft. It was delivered to my hangar at the Business Airport of Carlisle (N94) at the beginning of August, and he has kept it there ever since as a sublessee. I provided roughly 3 hrs of ground training and 5.6 hrs of initial flight instruction in the mishap aircraft on the 5th, 6th, and 10th of August.

On the day prior to the mishap (17 October), I took my wife flying in his aircraft — we flew for approximately one hour, with no issues. Prior to the flight, Adam noted that the left fuel tank had a transfer check valve issue that he intended to have addressed at Sport Flying USA in the coming week, as the plane was coming due for a 50-hr maintenance check. He recommended flying primarily on the right tank while closely monitoring the left tank, as a cross-tank check valve appeared to be allowing some amount of fuel to flow from the left to the right tank when operating on the left tank. I verified this in flight and operated on the right tank for the majority of the flight with no issues.

On the day of his mishap, I had a student flight in the morning and a personal flight in the afternoon. Both flights were conducted in my rental aircraft. Adam arrived at the airport around 1200 with his passenger, briefly introducing me to him. Prior to their departure at approximately 1245, Adam refueled his plane. I would suspect both tanks were full when he took off. I watched him depart runway 28 with winds out of the south at approximately 7 kts.

I departed around 1315 to Capital City (CXY) and returned to Carlisle around 1445. About 4 miles east of the field, I could see emergency lights on the runway. I flew overhead and saw Adam's plane in the trees north of the runway. I diverted back to Cap City and remained there until the airport manager called me to say the runway was clear. When I returned to Carlisle at about 1650, winds were ~190/10.

Respectfully Submitted,

[REDACTED]  
Jonathan L. Still

**From:** [Ceresini, Frank](#)  
**To:** [Gossley, William \(FAA\)](#)  
**Subject:** Plane crash at Carlisle Airport N94 10-18-2020  
**Date:** Wednesday, October 21, 2020 2:19:43 PM  
**Attachments:** [image001.png](#)

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Dear Mr. Gossley,

My name is Frank G Ceresini, III, I am a Critical Care Paramedic with Life Lion Critical Care. I was the paramedic on duty at the Life Lion Carlisle Airport on Sunday October 18, 2020. Along with me, was on duty that day with Jason Clark RN and Bruce Kimmel PIC at that base. I did not hear the crash at the airport

Our pilot Bruce was notified by Life Lion Communication Center of a plane crash at the Carlisle Airport. Bruce came to Jason and I and informed us of the incident at the airport. Bruce stated that we may want to obtain our equipment and get our person vehicle to drive to the scene due to the incident being down the runway. Jason and I went to our aircraft to retrieve medical equipment and proceed to the scene of the crash. We were met in front of the Life Lion hangar by an unknown male in a pickup truck asking if we knew of the crash and where it was. We informed the gentleman that we were unsure of the exact location at the airport. He offered us a ride to the scene and all of our equipment that was needed loaded into the truck and we proceeded down the runway towards the incident.

When we arrived at the crash site, west of the hangars in a clump of trees, we saw a gentleman yelling for help and that there was someone still in the airplane. We acknowledge the gentleman and obtained our equipment and proceeded up the hill to the crash site. We encountered downed trees and other obstacles trying to get to the site. When Jason and I get to the plane, Jason went to the gentleman that was calling for us.

I found a 2<sup>nd</sup> victim who was standing up the hill. He stated that he was a passenger in the plane. This gentleman was able to get himself out of the plane and walked up the hill a short distance away from the crash site. He is a middle aged male. He did sustain some injuries from the crash.

I did not manipulate any of the switches or touch any areas of the plane due to the passenger I was caring for was away from the plane.



Frank G. Ceresini III

Critical Care Paramedic  
Penn State Hershey Medical Center  
Life Lion Critical Care

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**From:** [Clark, Jason](#)  
**To:** [Gossley, William \(FAA\)](#)  
**Cc:** [Clark, Jason](#)  
**Subject:** Statement re: Carlisle plane crash  
**Date:** Wednesday, October 21, 2020 2:19:56 PM

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Mr. Gossley

My name is Jason Clark and I am a flight nurse with Penn State Life Lion.

I was the flight nurse that provided care to the male pilot, a victim of a plane crash that occurred in the wooded area adjacent to the Carlisle airport (N94). The crash was on the runway "10" side.

I did not see the plane crash. I was notified of the crash by our pilot, Bruce Kimmel, after he received a phone call at the base.

He told my partner (Frank Ceresini) and I that there is a reported plane downed at the end of the runway and to get some gear from the aircraft. He said we might need to drive down there in one of our POV because it was far down the runway.

As we were getting medical gear and monitoring equipment from the Life Lion helicopter, a truck pulled in front of our hangar and an unidentified told us there was a plane crash. We asked this man to give us a ride to the end of the runway. We put our gear in his truck and he gave us a ride to the site.

You could easily see the plane on a small, wooded hill. We took our gear bags and monitor out of the truck and went to the plane.

The passenger was already out of the plane and standing on the hill, dazed and confused. The pilot was in the process of being pulled from the cockpit by a Hispanic man, who was yelling for help.

RN Clark ran over and helped extricate "The pilot" from the cockpit to the wing, then to the ground. He had injuries to his head and legs. He was confused and could not walk.

No switches or buttons inside the cockpit were ever touched by RN Clark or the unidentified Hispanic man. The anti-collision lights were still blinking and the right wing was spraying fuel to the ground.

We wanted to get them away from the plane due to the leaking fuel. RN Clark and the Hispanic man put "the pilots" arms around our necks, grabbed him by the belt and lower legs and carried him up the incline about 50-75 feet.


As we got him to the top of the hill, Fire and EMS are arriving.

We packaged "The pilot" and his passenger for transport to Hershey Medical Center for definitive Trauma Care.



Life Lion 3 (Frank and I) flew "The pilot"

Life Lion1 flew "The passenger"



**Jason D. Clark RN, CFRN, CEN, PHRN**  
**Life Lion Flight Nurse**



Penn State Life Lion Critical Care Transport  
500 University Drive



To whom it may concern,

On October 18, 2020 I was the assigned day shift (0700-1900) pilot for Life Lion Critical Care at the Hershey Medical Center Base. At approximately 1435, I received a call from our communications center that there was a plane crash at the Carlisle Airport and that we may have to respond to any calls for Life Lion 3 (Carlisle Base) as the Life Lion 3 Medical Crew was responding to the crash. At approximately 1443, Life Lion 1 and Life Lion 3 were dispatched to respond to Carlisle Airport (N94). I was the pilot of Life Lion 1 (N611LL), the Flight Nurse was Dan Schaeffer and Flight Paramedic was Clay Wood; we lifted off from Hershey Medical Center at approximately 1449. While in flight to N94, we passed Life Lion 3 in the air a couple miles prior to N94 while they were transporting the first patient to Hershey Medical Center. We arrived at N94 at approximately 1501 where I was told by the ground crew to land on the runway east of the emergency vehicles. Upon landing, I kept the aircraft running and did not depart the aircraft at any time, the Medical Crew from Life Lion 1 departed the aircraft to attend to the second patient who appeared to be in the bed of a truck that was also on the runway. At that time, it was unclear to me where the plane had crashed; I was not able to see any wreckage. There were several fire, EMS, police, and personal vehicles on the runway upon our arrival. After we had the second patient onboard, we departed N94 at approximately 1519 enroute to Hershey Medical Center and landed there at approximately 1532. After dropping off the Medical Crew and patient, I flew Life Lion 1 back to the Hershey Medical Center Base Hangar.

This statement, given October 21, 2020, is true and correct to the best of my knowledge.

  
  
Thomas R. Bolin  
Pilot  
Life Lion Critical Care  
