


Witness Statement

Re: Bonanza Accident, Lee (ANP), 27 February 2010

My observations of the mishap:

1. At approximately 1615 local I was returning from FME and was NE of ANP about 1.5 sm from the field when I observed a Bonanza taxiing onto runway 30.
2. The Bonanza (call sign "1 Sierra") made a radio call on 122.9 announcing his departure on 30.
3. I saw the Bonanza make what appeared to be a normal takeoff and climb out on 30.
4. I announced on 122.9 that I was downwind 30, ANP.
5. I continued to fly a normal left hand pattern for 30 and lost sight of the Bonanza.
6. There were no aircraft in front of me in the pattern and I heard no other radio transmissions from "1 Sierra" during my approach and landing.
7. On final approach at approximately 250-300 MSL, I encountered a significant downdraft/sink hole, which required a power application in order for me to maintain the proper visual glide slope to the runway.
8. I landed and was rolling out on 30, when I heard on 122.9, "Bonanza 1 Sierra, returning straight-in Lee."
9. I cleared the runway and continued up the parallel taxiway.
10. At approximately 1625 local I saw the Bonanza on final to 30.
11. The Bonanza's gear was down.
12. The Bonanza appeared to be about $\frac{1}{2}$ - $\frac{3}{4}$ sm on final at around 300 AGL.
13. It appeared to be stable, in a nose down attitude and in a normal position to land.
14. At about 300 AGL, the Bonanza made what appeared to be a deliberate and in control right descending turn toward the east.
15. As the Bonanza flew away from me it continued a controlled smooth descent.
16. Immediately after it descended out of my field of view, I observed a large fireball and black smoke rising into the air.
17. I immediately departed 30, contacted TRACON and stated that a Bonanza was down near Lee.
18. I observed a tall tree on fire, wreckage at the base of the burning tree and an oil slick on the creek.
19. Three AAC Police vehicles were first on the scene, followed by a fire truck about 3 minutes later.


John M. Cutcher

3/2/2010


Annapolis MD 21401



27 FEBRUARY 2010

FAA FLIGHT STANDARDS DISTRICT OFFICE EA 07

[REDACTED]
GLEN BURNIE MD 21061

ATT: JOHN MICHELLI

RE: ACCIDENT N1521S BEECHCRAFT P-35

SIR,

APPROXIMATELY 4:25PM I OBSERVED N1521S ON FINAL FOR RUNWAY 30 AT LEE. THE AIRCRAFT APPEARED TO BE ABOUT 300' FEET IN THE AIR WITH A NOSE HIGH ATTITUDE/A LITTLE SLOW, GEAR DOWN, FLAPS DOWN.

ABOUT ONE-QUARTER OF A MILE FROM THE END OF THE RUNWAY THE AIRCRAFT SUDDENLY BANKED RIGHT, HIT THE TREE, BLACK SMOKE APPEARED, AND A BRIGHT ORANGE FIREBALL IGNITED AND DISSIPATED IN SECONDS.

LAWRENCE J. DONALDSON
[REDACTED]

Maryland State Police
Driver / Witness Statement

Driver Statement

Miranda Given: Yes

Witness Statement

No

Case No.: 1065002478

Date: 03/01/10

Statement of: Lawrence J. Donaldson

Address: [REDACTED] Edgewater MD 21037

Age: 47 Home Phone: [REDACTED] Business Phone: [REDACTED]

Location Taken: Scene Barrack Other Lee Airport

Questioned By: 1/c Kenneth Forsythe Installation: Chesapeake / CLS

You are now being questioned in connection with the accident which occurred at approximately 4:20 p.m. 2/27/10
(date)

It is my duty to inform you that you do not have to answer questions unless you so desire, but any statement that you do make may be used for or against you in a court of law. Do you understand? Yes No

In your own words, describe what you saw and how this accident occurred:
App 9:00 2/27/10 Mr Kelly walked on his car to the plane
with coffee. Entered the A/c started and proceeded to runway.
App 9:25 I was in front of CAS Naylor Fueling an A/c with the
pilot beside and an A/c taxiing on the taxiway. I saw
the A/c on final nose high attitude / slow about 300' in the
air about 1/4 mile from Runway. Gear Down, Flaps Down
and suddenly banked right. Hit a tree. black smoke,
bright orange fire ball. With in 5-10 seconds

On Saturday, February 27, 2010 around 4:00pm local time, I taxied onto the ramp at Lee Airport to fill my aircraft with fuel. As I taxied up, Joe Kelly was going through his checklist inside his aircraft in order to prepare for his flight. I said "Hey Joe" on the radio. He looked up and replied saying, "Hey." I then replied saying "It's Warren"; and Joe's response was "Oh hey, just got the plane out of annual, just checking it out". He sounded like he did every other day I talked to him at the airport. As he took off from the runway I remember watching him and saying to myself "Wow, his airplane sounds really good", and I remember his takeoff performance was very good, he was flying by the mid way point on the runway.

After Joe was beyond the trees off the end of the runway, I went inside and asked Larry to assist me with fueling the aircraft. As we came out we heard Joe and looked up briefly and I remember that everything looked good. The plane sounded normal and was flying like any other day. We proceeded to begin fueling the aircraft.

After Larry had finished fueling the left tank we looked up and decided to watch Joe land, as he was on final approach. About five seconds later, we saw Joe bank right and lose altitude, then the next thing we saw was him hitting the top third of a fairly tall tree, and then came a large explosion with two more explosions following shortly.

While Joe was on final approach, I remember seeing that his landing gear was down as were his flaps. The turn he made just before impact was not what I would call an aerobatic maneuver, it appeared as if he was in a coordinated turn but when he started the turn was only 350' above the ground, at most. I distinctly remember that there was a sink right about where Joe turned and it was a pretty strong sink. It looked as if he had stalled his V-Tail Bonanza putting into a grave yard spiral directly into the tree. Immediately after the crash, I called 911 and reported the crash.

(STATEMENT of Warren Oxman)

Maryland State Police
Driver /Witness Statement

Driver Statement

Miranda Given: Yes

Witness Statement

No

Case No.: 1065002478

Date: 3/3/10

Statement of: Warren Oxman

Address: [REDACTED]

Age: 18 Home Phone: [REDACTED] Business Phone: () N/A

Location Taken: Scene Barrack Other Lee Airport, Edgewater MD

Questioned By: Tfc Kenneth Forsythe #184 Installation: _____

You are now being questioned in connection with the accident which occurred at approximately 4:20 a.m. (p.m) 2/27/10
(date)
It is my duty to inform you that you do not have to answer questions unless you so desire, but any statement that you do make may be used for or against you in a court of law. Do you understand? Yes No

In your own words, describe what you saw and how this accident occurred:

I had just landed and taxied by Joe while he was doing his preflight check. I said "Hey" to him and he replied by saying "Hey, just got it out of annual and checking it out."

I watched him takeoff, and on takeoff, remember saying to myself that his engine sounded very strong. After he took off, he flew over the field and everything sounded good.

Larry came out to help me fuel my aircraft and when he saw Joe flying in, we decided to watch him land. Very shortly after that, we saw him turn right and lose altitude, then hit a tree near the top. Shortly following the crash were three explosions and after the first initial impact, I called and reported the crash to 911 and told them he most likely had 100 gallons of gas onboard.

Maryland State Police
Driver /Witness Statement

Driver Statement

Miranda Given: Yes

Witness Statement

No

Case No.: 1065002478

Date: 3/1/10

Statement of: Adam Schaan
(name)

Address: [REDACTED]

Age: 25

Home Phone: ([REDACTED]) [REDACTED]

Business Phone: ([REDACTED]) [REDACTED]

Location Taken: Scene

Barrack

Other Lee Airport

Questioned By: 1/c Kenneth Forsythe

Installation: Clen Burnie / CU

You are now being questioned in connection with the accident which occurred at approximately 4:20 a.m. (p.m.) 2/27/2010
(date)

It is my duty to inform you that you do not have to answer questions unless you so desire, but any statement that you do make may be used for or against you in a court of law. Do you understand? Yes No

In your own words, describe what you saw and how this accident occurred:

On the afternoon of the 2/27/2010 Mr. Kelly came into the center around 3:30 pm to ask to have one of the flight centers planes to be move because it was blocking his plane. The gentlemen took off within 30 minutes of us moving the plane. When sitting in the flight center I heard the pilot make a radio call stating: "Lee Traffic Tail # turning around to make a straight-in approach for runway 30." Radio call was at approximately at 4:30 p.m.

The gentlemen is based out of Lee Airport, as a procedure here at Lee, straight in approaches are not authorized, ~~the~~ I believe he would have known this.

His voice over the radio seemed to have some concern in the tone of his voice.

Maryland State Police
Driver /Witness Statement

Driver Statement

Miranda Given: Yes

Witness Statement

No

Case No.: 1005002478 & 1625 M

Date: 2/27/10

Statement of: BARRY Alan WALTERS

Address: [REDACTED]

Age: 57

Home Phone: [REDACTED]

CEC Business Phone: [REDACTED]

Location Taken:

Scene

Barrack

Other

Questioned By: [REDACTED]

Installation: Glen Burnie/CS

You are now being questioned in connection with the accident which occurred at approximately 4:20 a.m./p.m. 2/27/10 (date)

It is my duty to inform you that you do not have to answer questions unless you so desire, but any statement that you do make may be used for or against you in a court of law. Do you understand? Yes No

In your own words, describe what you saw and how this accident occurred:

I LIVE AT 14 WAREHOUSE CREEK - I SAW THE PLANE GOING S/E GOING DOWN. I RAN OUT OF MY HOUSE & SAW THE SMALL WHITE PLANE STRIKE THE TREE AT THE END OF OUR ROAD. THE PLANE HIT THE TREE & HUNG UP BRIEFLY. THEN THE PLANE FELL. I WENT TO THE PLANE WITH A HOSE HOUSE & TRIED TO PUT OUT THE FIRE. IT APPEARED THAT I WAS ONLY SEEING WING. I DID NOT SEE ANY PEOPLE. THE COUNTY POLICE ASKED ME TO STOP THE HOSE & MOVE BACK - WHICH I DID.

[REDACTED]
BARRY A. WALTERS

02/27/2010

Maryland State Police
Driver / Witness Statement

Driver Statement

Miranda Given: Yes

Witness Statement

No

Case No.: 1045002478 @ 16256

Date: 27 Feb 10

Statement of: Richard Anthony Maio (DOB [redacted])
(name)

Address: [redacted]

Age: 69

Home Phone: [redacted]

Business Phone: [redacted]

Location Taken: Scene Barrack Other _____

Questioned By: Pfc Thelam

Installation: Gen Bonnie Barrack

You are now being questioned in connection with the accident which occurred at approximately 5 PM a.m./p.m. 2/27/10
(date)

It is my duty to inform you that you do not have to answer questions unless you so desire, but any statement that you do make may be used for or against you in a court of law. Do you understand? Yes No

In your own words, describe what you saw and how this accident occurred:

I was sitting in the Family room when I heard a LOUD crash (like a log
out falling into the water from ~ 200 feet height). I looked into the store
and I saw a large wave emanating from in front of 24 W.C. Lane.
Something large had fallen into the water. When I looked out from another
window I saw a large structure on top of a large oak & both the
structure & the tree & the ground around the tree were all on fire.
The neighbor came to my front door and she & I went over to her house.
Fire was all over the ground & I was afraid that the house would burn
down. So I turned the water on & tried to put the fire out. I
looked around after the police & FD arrived and saw a man
(non-bloodied) face down in the dirt with his seat on top
of him. The police told me that he died. The FD came & put
the remainder of the fire out.

[redacted]
Richard A. Maio