NTSB ID: Aircraft Registration Number: N755AF IAD04FA021 National Transportation Safety Board Occurrence Date: Most Critical Injury: Fatal 5/14/2004 Occurrence Type: Accident Investigated By: **NTSB** cation/Time arest City/Place Time Zone State Zip Code Local Time MD **EDT** `erndale 21061 0724 Off Airport/AirstribDistance From Landing Facility: 1 Direction From Airport: 60 Firport Proximity: Aircraft Information Summary Aircraft Manufacturer Model/Series Type of Aircraft Mitsubishi MU-2B-60 Airplane

Sightseeing Flight: No

Air Medical Transport Flight:

No

#### <u>Narrative</u>

Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:

#### HISTORY OF FLIGHT

On May 14, 2004, at 0724 eastern daylight time, a Mitsubishi MU-2B-60, N755AF, operating as Epps Air Service flight 101, was destroyed when it impacted trees and terrain in Ferndale, Maryland, while approaching Baltimore-Washington International Airport (BWI), Baltimore, Maryland. The certificated airline transport pilot was fatally injured. Visual metrological conditions prevailed for the flight that had been operating on an instrument flight rules flight plan from Philadelphia International Airport (PHL), Philadelphia, Pennsylvania. The non-scheduled cargo flight was operating under 14 CFR Part 135.

A review of the Federal Aviation Administration (FAA) Air Traffic Control accident package revealed that the airplane departed Philadelphia International Airport, runway 08, at 0658, and the pilot contacted the Philadelphia South Departure controller at 0659. At 0702, the pilot was told to contact a Philadelphia South Arrival controller, and at 0711, he was told to contact a Potomac Approach Control controller. The controller ccepted the airplane 47 miles northeast of Baltimore-Washington, at 8,000 feet. On initial contact, the pilot dvised that he had ATIS information x-ray. The controller issued the current Baltimore altimeter setting, and told the pilot to expect a visual approach to runway 33R.

- 0713, the pilot was cleared to descend to and maintain 4,000 feet, and at 0714, he was cleared to oceed direct to the airport.
- 0717, the pilot was instructed to change to a Baltimore-Washington International Final South radio juency, and 4 seconds later, he did so.
- 718, the pilot reported the airport in sight, and the controller cleared him to descend to and maintain 0 feet.
- 720, the pilot was advised of traffic at 12 o'clock, 2 1/2 miles, at 2,000 feet. The pilot reported the c in sight, and was instructed to maintain visual separation, then cleared for a visual approach to ray 33R.
- '21, the pilot acknowledged the clearance and read back the assigned runway, then was advised to act Baltimore Tower.



Occurrence Date: 5/14/2004

Occurrence Type: Accident

#### Narrative (Continued)

At 0721:37, the pilot stated: "baltimore tower epps one oh one with you three three right."

At 0721:43, the tower (local) controller responded: "epps one oh one runway three three right, cleared to land, wind calm."

At 0721:47, the pilot responded: "cleared to land three three right one oh one."

At 0723:22, the controller stated: "epps one oh one, traffic's a dash eight to depart," and the pilot responded, "one oh one."

At 0724:09, the controller stated: "epps, epps one oh one."

There were no further transmissions from the pilot.

Radar returns revealed that the airplane was on a westerly track, north of the airport, that bypassed the approach end of runway 33R, consistent with a modified downwind for runway 15L. Along that track, the airplane descended to 700 feet. Just prior to an abeam position for runway 15L, the airplane began a left turn back toward the southeast. The last radar return occurred in the approximate position of the wreckage site, with the airplane at an indicated altitude of 200 feet.

Several witnesses noticed the airplane just prior to the accident. One stated that it was "flying abnormally," and initially thought it was a stunt plane. He noticed it making "swaying motions as if it were going to bank left, then right, and back left again." As the airplane neared a tree line, its "nose flipped up and back."

Another witness was standing outside when he noticed the airplane flying "very low" near a high school. It "all of a sudden made a very sharp bank to the left," then "began tilting right, then left, and finally completely back to left over a 180-degree bank, and directly into the ground."

A third witness, who recognized the airplane, saw it "banking hard to the left, then the right, then the left, back and forth. It was never inverted or level, but always out of control. The nose was pointing up more than anything, but it was, however, doing a corkscrew motion. I lost it behind a row of trees with the nose way up, maybe 60 degrees, and the wings vertical."

A fourth witness reported seeing the wings "straight up and down," while other witnesses reported the airplane "at about a 45-degree angle, then rolled to the opposite angle," "pitch and roll violently," "falling tail over nose," "wings were straight up and down," and "seemed to tip to the left with a sharp turn."

Four controllers in the tower provided written statements. The tower supervisor stated that he saw the airplane enter a "midfield downwind" for runway 33R. The airplane appeared to be "low and tight." As the supervisor "questioned his approach, [the airplane] banked left and appeared to stall and then crashed."

The local controller stated that she cleared the airplane to land on runway 33R. She then called the pilot about a DH-8 to depart before his arrival, and the pilot acknowledged the transmission. The local controller was next alerted to the airplane when the tower supervisor "showed concern over the erratic handling of the aircraft." She then saw the airplane close to the ground.



Occurrence Date: 5/14/2004

Occurrence Type: Accident

#### Narrative (Continued)

Another controller wrote that he was alerted to the airplane by the tower supervisor's "concern over the unusual approach of [the] aircraft. Looking toward the location, I observed an aircraft in an unusually nose high attitude close to the ground."

The fourth controller, who was working the clearance delivery position, heard the tower supervisor say, "What's this guy doing?" He looked out, and saw "an aircraft in an unusual attitude. The aircraft seemed to spiral to the ground and then I saw a plume of smoke."

The accident occurred during daylight hours, in the vicinity of 39 degrees, 11.205 minutes north latitude, 76 degrees, 39.026 minutes west longitude.

#### PILOT INFORMATION

The pilot held an airplane transport pilot certificate with a CL-600 type rating. On his latest application for an FAA first class medical certificate, issued May 7, 2004, the pilot reported 6,800 hours of total flight time.

According to company records, the pilot's latest FAR Part 135 proficiency check was completed on February 9, 2004.

Company records also revealed that the pilot had flown the accident airplane the evenings of May 11th-12th, and May 12th-13th, as well as the evening of May13th-14th.

The pilot's duty time, starting on the evening of May 11th, was from 2000 until 0500, when he logged 3.1 hours of flight time from PHL-BWI-PHL-BWI-PHL.

The pilot's duty time, starting on the evening of May 12th, was from 2330 until 0800, when he logged 2.1 hours, including 1.6 hours of night time, from BWI-PHL-BWI-PHL-BWI.

The pilot's intended routing, starting on the evening of May 13th, was BWI-PHL-BWI-PHL-BWI-PHL-BWI.

A Safety Board air traffic control specialist reviewed the pilot's earlier arrivals at BWI. According to the specialist, during the first arrival, the pilot contacted the tower controller about 20 nautical miles east of the airport, and was cleared to land on runway 15R. The pilot asked the controller when the "short runway" was expected to open, and the controller indicated it would be about 0600. The pilot then landed on runway 15R at 2305.

During the second arrival, the pilot also contacted the tower controller about 20 nautical miles east of the airport, "with you for runway one zero and is two eight available?" The pilot was subsequently cleared to, and landed on runway 28 at 0230.

A receipt from a hotel close to Baltimore-Washington Airport revealed that the pilot checked in on May 13th, at 0745, and checked out that same day at 1956.

According to the company's director of operations, the pilot would have normally arrived at work about 1 hour prior to his first flight, and his first reported taxi-out time was about 2150.



Occurrence Date: 5/14/2004

Occurrence Type: Accident

#### Narrative (Continued)

#### AIRPLANE INFORMATION

According to aircraft logbook information, the right engine had been reinstalled on the airplane on May 11, 2004, after undergoing a foreign object debris (FOD) inspection. Total airplane hours at the time were 6,942.8 and the hour meter indicated 2,313.4 hours.

#### AIRPORT INFORMATION

BWI Airport runway 15L/33R was 5,000 feet long and 100 feet wide. The approach end of runway 33R was at an elevation of 115 feet.

#### METEOROLOGICAL INFORMATION

Weather, reported at BWI at 0733, included calm winds, 6 statute miles visibility, a few clouds at 15,000 feet, temperature 70 degrees F, dew point 64 degrees F, and a barometric pressure of 30.19 inches of mercury.

#### WRECKAGE AND IMPACT INFORMATION

The wreckage site was located in a residential area. The wreckage path began with tree strikes about 60 feet up a 120-foot tree, at a ground elevation of approximately 200 feet. The approach end of runway 15L was about 285 degrees magnetic, 3,600 feet from the initial tree strikes, while the approach end of runway 33R was about 200 degrees magnetic, 3,900 feet from the initial tree strikes. The main wreckage path continued for about 330 feet, at a down angle of about 10 degrees, along a track of 200 degrees magnetic. Tree cuts, which included 45-degree angled cuts to tree branches, correlated to about 30 degrees' right wing down.

The left wing tip tank was found near the initial tree strikes, followed by the right wing tip and tip tank about 200 feet beyond the initial tree strikes. The left wing and right engine were co-located about 300 feet from the initial tree strikes. The left engine came to rest on a boat trailer, and the main wreckage, consisting of the fuselage and empennage, came to rest on its side, about 330 feet from the initial tree strikes. The fuselage was pointing toward 005 degrees magnetic, and the empennage was twisted 50 degrees downward. A major portion of the right wing was found about another 150 feet beyond the main wreckage.

All flight control surfaces were accounted for at the scene, and control continuity was confirmed from the cockpit to the tail surfaces, and from the cockpit to the wing separation points. The landing gear and flaps were up.

Both engines exhibited signatures consistent with power being produced at the time of impact, including the burnishing of all leading edge impeller vanes, at least one impeller vane bent backwards on each engine, metal spattering on the suction side of the third stage turbine blades, and organic material, including dirt and debris, on the igniters.

The spline shafts of both fuel pumps, from the fuel pump to the fuel control units, were intact.

The right engine propeller had one blade sheared off about 10 inches from the hub, and another blade with



Occurrence Date: 5/14/2004

Occurrence Type: Accident

#### Narrative (Continued)

the tip sheared off. The leading edge of a third blade was twisted aft, toward the engine, and the leading edge of the fourth blade was twisted to an aft, intermediate pitch position.

All of the left engine propeller blades were loose in the hub. The leading edge of one blade was twisted into a position opposite the direction of rotation, one blade was in a "feathered" position, and two blades had leading edges twisted aft, toward the engine.

All blades on both propellers exhibited some degree of bending or waviness, and nicks were found in the leading edges of some blades, trailing edges of other blades, and both edges on others.

There was no evidence of mechanical failure.

The hour meter indicated 2,321.7 hours.

#### MEDICAL AND PATHOLOGICAL INFORMATION

On May 15, 2004, an autopsy was performed on the pilot's remains by the State of Maryland, Office of the Chief Medical Examiner, Baltimore, Maryland. Toxicological testing was subsequently performed at the FAA Bioaeronautical Sciences Research Laboratory, Oklahoma City, Oklahoma.

#### ADDITIONAL INFORMATION

On May 16, 2004, the wreckage was released, and acknowledged by a representative of the operator's insurance company.

## National Transportation Safety Board FACT PAREPORT

IAD04FA021 NTSB ID:

Occurrence Date: 5/14/2004

Occurrence Type: Accident

AVIALEUN	00	ccurre	ence Ty	rpe: Acc	cident							
Landing Facility/Approach I	nformatio	n						-				
Airport Name	***************************************		port ID:	Airport	t Elevation	Runv	vay Used	Runw	ay Ler	ngth   F	 Runway	Width
Baltimore-Washington Intl	Baltimore-Washington Intl				Ft. MSL		-	50	-		100	
Runway Surface Type: Asphalt												
Runway Surface Condition: Dry												
Type Instrument Approach: NONE												
VFR Approach/Landing: Full Stop	; Traffic Pa	atterr	 n				ALVERT WAR					
Aircraft Information												
Aircraft Manufacturer			Mode	l/Series					Serial	Num	per	
Mitsubishi			M	U-2B-6	0				7	55SA	<b>L</b>	
Airworthiness Certificate(s): Norma	al				***************************************		•					
Landing Gear Type: Retractable	e - Tricycle											
	er of Seats:	2	Certifi	ed Max	Gross Wt.		11575	LBS	Numb	er of E	Engines:	2
			Engine Manufacturer: Model/Series: TPE331-10									
- Aircraft Inspection Information												
Type of Last Inspection		Da	ate of La	ast Insp	ection T	ime Sir	nce Last I	nspect	ion	Airfrar	ne Tota	l Time
AAIP		;	3/8/2004			63	63 Hours			6951	1	Hours
- Emergency Locator Transmitter	(ELT) Infor	natio	on									
ELT Installed? Yes E	LT Operated	l? N	lo		ELT	Aided i	in Locatin	g Acci	dent S	ite? 1	No	
Owner/Operator Information	1											
Registered Aircraft Owner			Street	Addres		<b>M</b>						
EPPS AIR SERVICE INC		}	City State Zip Co							Code		
			1 -						GA	303		
			Street Address									
Operator of Aircraft		-		<u>S</u> a	<u>ame as R</u>	egiste	<u>red Aircr</u>	aft Ov	<u>vner</u>			
Same As Reg'd Aircraft Owner			City							Stat	e   ∠ıp	Code
Operator Does Business As:  Operator Designator Code: ESMR												
- Type of U.S. Certificate(s) Held:												
Air Carrier Operating Certificate(s):												
Cargo												
Operating Certificate:				Ope	rator Certi	ficate:						
Regulation Flight Conducted Under	Part 135	: Air	Taxi &	Comm	nuter							
Type of Flight Operation Conducted	Non-sch	edule	ed; Do	mestic;	Cargo				Anten			
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										_		

# National Transportation Safety Board FACTURE PORT

NTSB ID: IAD04FA021

Occurrence Date: 5/14/2004

Occurrence Type: Accident

First Pilot Informa	ation											
Name					City				Sta	ate [	Date of Birth	Age
Thomas F Lennon	Dr						exel Hill			۱ ا	On File	34
Sex: M Seat Occup	ed: Left Principal Profession: Civilian Pilot Certificate Number: On File								ile			
Certificate(s):	Airline Transport											
Airplane Rating(s):	Multi-en	gine Lan	d; Single-	engine La	and						***************************************	
Rotorcraft/Glider/LTA: None												
nstrument Rating(s):	Airplane	1									• ·	
nstructor Rating(s):	None											
Type Rating/Endorsem	nent for Ac	cident/Inc	ident Aircra	ift? No		Cu	rrent Bie	ennial Fl	ight F	Review	? 2/	9/2004
Medical Cert.: Class	1 Medi	cal Cert. S	Status: Val	id Medica	ılno v	/aive	rs/lim.	Date of	Last	Medic	al Exam: 1(	0/6/2003
			***************************************							.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Mult-Engine	Nigh	ht Instrume		ument Simulat		Rotorcraft	Glider	Lighter Than Air
Total Time	6800						Actual 800	Silitulat	eu			I I I I I I I I I I I I I I I I I I I
Pilot In Command(PIC)	0000								1			
Instructor												
Last 90 Days												
Last 30 Days								·				
Last 24 Hours	<u> </u>											
Seatbelt Used? Yes	Sho	ulder Har	ness Used	? Yes	Т	oxico	logy Per	formed?	? Ye	s Se	econd Pilot?	No
- light Plan/Itinera	ıry											
ype of Flight Plan File	ed: IFR			Ten.					400			
Departure Point					3	State	Airp	Airport Identifie		r Departure Time		Time Zone
Philadelphia						РΑ		PHL		0700		EDT
Destination					8	State	Airr	ort Ider	ntifier			
Baltimore						MD BWI						
Гуре of Clearance: IFR												
Type of Airspace: Class B												
Weather Informat												
Source of Briefing: U	Inknown											
Method of Briefing: U	Inknown				·-							
			FACTU	AL REPO	ORT -	AVI	ATION					Page 3

National Transportation Safety Board
FACTUREPORT
AVIATION

- GRAND TOTAL -

NTSB ID: IAD04FA021

Occurrence Date: 5/14/2004

Occurrence Type: Accident

Weathe	er Information								-				
WOF ID	Observation Time	Time Zone	WOF	Elev	ation	wo	F Distar	nce From	Accident S	Site [	irection	From A	ccident Site
BWI	0733	EDT	150	Ft	. MSL			1	NM	!	240		Deg. Mag.
Sky/Lowest Cloud Condition: Few 150 Ft. AGL Condition of Light: Day													
Lowest Ceiling: None Ft. AGL Visibility: 6 SM Altimeter: 30.19									"Hg				
Tempera	ature: 21 °C	Dew Point:	18	°C	Winc	d Dire	ction:			Den	sity Altit	tude:	Ft.
Wind Sp	eed: Calm	Gusts:			Wea	ther (	Condtion	ns at Acci	ident Site:	Visu	al Con	ditions	
Visibility	(RVR): Ft.	Visibility	(RVV)		SM	Inte	nsity of	Precipita	tion:				
Restriction	Restrictions to Visibility: None												
Type of F	Type of Precipitation: None												
Accide	ent Information												
Aircraft D	Damage: Destroye	ed	Airc	craft F	ire: C	∍roui	nd		Aircraft E	xplosi	on No	one	
Classific	ation: U.S. Regist	ered/U.S.	Soil				, .						
- Injury	Summary Matrix	Fatal	Serious	Min	or	None	тот	AL					
First	Pilot	1					1						
Seco	nd Pilot												
Stude	ent Pilot												
Flight	t Instructor												
Chec	k Pilot											*	
Flight	t Engineer												
Cabir	n Attendants												
Other	r Crew												
Passe	engers												
- TOTAL	_ ABOARD -	1					1						
Other	r Ground												



Occurrence Date: 5/14/2004

Occurrence Type: Accident

### **Administrative Information**

Investigator-In-Charge (IIC)

#### Paul R Cox

Additional Persons Participating in This Accident/Incident Investigation:

Anton Coy Epps Aviation Atlanta, GA

Ralph Sorrells Mitsubishi Heavy Industries of America, Inc. Addison, TX

James Allen Honeywell Phoenix, AZ

John A. Cumberpatch FAA/FSDO Baltimore, MD

## National Transportation Safety Board **Docket Contents**

=0010	) Mode							
59212	Aviation							
NTSB Accident ID	Occurrence Date	Location						
IAD04FA021	May 14, 2004	Ferndale, MD, United States						
Docket Information								
Creation Date	Last Modified	Public Release Date & Time						
Feb 08, 2005	Mar 30, 2005 11:21	Mar 09, 2005 14:25						

Total Pages 35/Pt  Document Filing Date Document Title Page  Maryland State Police Witness Statements  1 Feb 08, 2005 (Those who Saw or Heard Aircraft in Flight)  2 Mar 01, 2005 Radar Plots  3 Mar 01, 2005 Accident Aircraft's Descent Profile Chart  4 Mar 03, 2005 Pilot Duty Logs  5 Mar 24, 2005 Pilot Out/Off/On/In Times  6 Mar 03, 2005 Airport Diagram  7 Mar 03, 2005 Tower Controllers' Statements  8 Mar 07, 2005 Toxicological Report  9 Mar 03, 2005 Statement of Party Representatives to NTSB Investigation  10 Mar 03, 2005 Release of Aircraft Wreckage, NTSB Form 6120.15  11 Mar 07, 2005 Photo - Main Wreckage	of 13
1 Feb 08, 2005 (Those who Saw or Heard Aircraft in Flight) 2 Mar 01, 2005 Radar Plots 3 Mar 01, 2005 Accident Aircraft's Descent Profile Chart 4 Mar 03, 2005 Pilot Duty Logs 5 Mar 24, 2005 Pilot Out/Off/On/In Times 6 Mar 03, 2005 Airport Diagram 7 Mar 03, 2005 Tower Controllers' Statements 8 Mar 07, 2005 Toxicological Report 9 Mar 03, 2005 Statement of Party Representatives to NTSB Investigation 10 Mar 03, 2005 Release of Aircraft Wreckage, NTSB Form 6120.15	
Mar 01, 2005 Accident Aircraft's Descent Profile Chart  Mar 03, 2005 Pilot Duty Logs  Mar 24, 2005 Pilot Out/Off/On/In Times  Mar 03, 2005 Airport Diagram  Mar 03, 2005 Tower Controllers' Statements  Mar 07, 2005 Toxicological Report  Mar 03, 2005 Statement of Party Representatives to NTSB Investigation  Mar 03, 2005 Release of Aircraft Wreckage, NTSB Form  6120.15	
4 Mar 03, 2005 Pilot Duty Logs 5 Mar 24, 2005 Pilot Out/Off/On/In Times 6 Mar 03, 2005 Airport Diagram 7 Mar 03, 2005 Tower Controllers' Statements 8 Mar 07, 2005 Toxicological Report 9 Mar 03, 2005 Statement of Party Representatives to NTSB Investigation 10 Mar 03, 2005 Release of Aircraft Wreckage, NTSB Form 6120.15	
Mar 24, 2005 Pilot Out/Off/On/In Times  Mar 03, 2005 Airport Diagram  Mar 03, 2005 Tower Controllers' Statements  Mar 07, 2005 Toxicological Report  Mar 03, 2005 Statement of Party Representatives to NTSB Investigation  Mar 03, 2005 Release of Aircraft Wreckage, NTSB Form 6120.15	
6 Mar 03, 2005 Airport Diagram 7 Mar 03, 2005 Tower Controllers' Statements 8 Mar 07, 2005 Toxicological Report 9 Mar 03, 2005 Statement of Party Representatives to NTSB Investigation 10 Mar 03, 2005 Release of Aircraft Wreckage, NTSB Form 6120.15	
7 Mar 03, 2005 Tower Controllers' Statements 8 Mar 07, 2005 Toxicological Report 9 Mar 03, 2005 Statement of Party Representatives to NTSB Investigation 10 Mar 03, 2005 Release of Aircraft Wreckage, NTSB Form 6120.15	
Mar 07, 2005  Mar 03, 2005  Toxicological Report  Statement of Party Representatives to NTSB Investigation  Release of Aircraft Wreckage, NTSB Form 6120.15	
9 Mar 03, 2005 Statement of Party Representatives to NTSB Investigation 10 Mar 03, 2005 Release of Aircraft Wreckage, NTSB Form 6120.15	
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10 Mar 03, 2005 6120.15	
11 Mar 07, 2005 Photo - Main Wreckage	
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Mar 07, 2005 Photo - Left Engine	1
13 Mar 07, 2005 Photo - Right Engine	1

7. Willard C. Reed

Interviewed by:

TFC Scott Collier

Maryland State Police / Homicide Unit

7175 Columbia Gateway Drive Columbia, MD 21046

Office: 410-290-0050

Interviewed: Friday, 05/14/2004 @ 1119 hours

#### Statement of Willard C. Reed

"At about 7:25 AM I awoke to a loud splutering (sic) sound followed by a loud bang seemingly alongside my house. not get up - attributing the sound to a possible close approach of a comutter (sic) helicopter that is sometimes close overhead. However, I soon heard noises outside and as I was getting out of bed someone knocked at the door. policeman was at the door and who asked me to leave the house. I dressed hurridly (sic) and went outside. There were a number of police and emergency vehicles up and down the street. I first saw the wreckage when I looked out the door after opening it for the policeman. It was quite a surprise. Later I was allowed back into my house - given the choice of staying inside or staying behind the taped off area. Later I asked if I could drive out and was allowed to do so. Outside of the strong smell of jet fuel I was not in any way endangered."

Initial Investigator Sqt. Michael Grant

INSTALLATION CRD/UCR IBM # 1403

DATE 07/29/2004

STATE'S ATTORNEY

INVESTIGATOR'S

COMPLAINT CONTROL NO. CIR: 04-40-000665

#### **NEIGHBORHOOD CANVASS / WITNESS INFORMATION:**

#### 23. Robin Suzette Norris

Interviewed by:

Corporal Christina Becker

Maryland State Police / Homicide Unit / Westminster Bk.

1100 Baltimore Blvd. Westminster, MD 21157

Office: 410-386-3000

Interviewed: Friday, 05/14/2004 @ 1245 hours

#### Statement of Robin Suzette Norris

"I heard a swishing sound. Not like a regular sound of the engines. Then I heard a loud crash. Very loud. The next thing I saw was hudge (sic) flames and the smell of the jet fuel."

Norris further told Cpl. Becker that it was around 7:15 a.m. when she first heard the plane overhead. Norris said as a result of having lived so close to BWI Airport for so many years she had grown accustomed to the sounds of planes overhead. Norris stated when she first heard the plane overhead, the plane sounded far too low to the ground. Norris added the plane sounded as if the engine was not running correctly. Norris described the plane as making a "whooshing" sound as if perhaps it were trying to coast as it crossed over her roof. Norris did not look for the plane until she heard the crash within seconds of it passing over her roof. From her window she could see "very tall" flames and smell a very strong odor of fuel.

Initial Inves	stigator MA	IBM #	DATE
Sqt. Michael	Grant What	Min 1403	07/29/2004
INSTALLATION	CRD/UCR	STATE'S ATTORN	TEY INVESTIGATOR'S

MARYLAND STATE POLICE NARRATIVE

CONTINUATION SHEET COMPLAINT CONTROL NO. PAGE 60 OF 95

CIR: 04-40-000665

#### NEIGHBORHOOD CANVASS / WITNESS INFORMATION:

28. Adam Blair

Interviewed by:

TFC Scott Collier

Maryland State Police / Homicide Unit

7175 Columbia Gateway Drive Columbia, MD 21046

Office: 410-290-0050

Interviewed: Friday, 05/14/2004 @ ???? hours

Per interview notes, Blair was in his bedroom in the front of the house at 7:25 a.m. when he heard a really strange noise, like a broken engine running. He knew it was close. Behind the yard he saw fire and smelled jet fuel. He went behind the house.

Initial Investigator Sgt. Michael Grant

IBM # 1403

DATE 07/29/2004

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MARYLAND STATE POLICE NARRATIVE

CONTINUATION SHEET PAGE 61 OF 95

COMPLAINT CONTROL NO. CIR: 04-40-000665

#### **NEIGHBORHOOD CANVASS / WITNESS INFORMATION:**

32. Bud Deemer

#### Interviewed by:

Sergeant John Cook Maryland State Police / Homicide Unit - Cold Case Squad 7175 Columbia Gateway Drive Columbia, MD 21046 Office: 410-290-0050

Interviewed: Friday, 05/14/2004 @ morning hours

#### Statement of Bud Deemer

"At 7:30 heard loud plane over house. Still running engine. Heard crash through trees and ran out of house w/wife (Bonnie). Saw black smoke and part of plane in tree. Also saw pieces of plane on ground. Don Anderson (neighbor) was at scene."

Initial Investigator Frank IBM # DATE
Sqt. Michael Grant 1403 07/29/2004
INSTALLATION CRD/UCR STATE'S ATTORNEY INVESTIGATOR'S

<u>PAGE 62 OF 95</u>

CONTINUATION SHEET COMPLAINT CONTROL NO. CIR: 04-40-000665

#### **NEIGHBORHOOD CANVASS / WITNESS INFORMATION:**

#### 36. Darlene Fisher

#### Interviewed by:

TFC Moriarty Maryland State Police / Glen Burnie Barrack 6800 Aviation Blvd. Glen Burnie, MD 21061

Office: 410-761-5130

Interviewed: Friday, 05/14/2004 @ ???? hours

#### Statement of Darlene Fisher

"About 7:25 AM 5/14/04 I was in kitchen area of my house, at slider doors. Heard horrific loud engine over the house. Plane went over house right side (from front view) about 60 feet up - went thru trees shearing off tops of trees. Tree branches and plane parts were flying into yard. Plane hit driveway just behind my yard (316-318 Ferndale Rd)? The house (mine) rocked w/ vibrations when it went over. My yard has jet fuel and plane parts, also plane parts are in trees. Back fence & brush was on fire, put out quickly fire dept. responded about 5 min. There was no fire or smoke from plane as it came down."

Darlene Fisher was also interviewed by Cpl. Christina Becker. See report on following page.

Initial Invest:	igator for	IBM #	DATE
Sgt. Michael Gr	rant Mattu	in 1403	07/29/2004
INSTALLATION	CRD/UCR	STATE'S ATTORN	EY INVESTIGATOR'S

36. Darlene Fisher

Interviewed by:

Corporal Christina Becker

Maryland State Police / Homicide Unit / Westminster Bk.

1100 Baltimore Blvd. Westminster, MD 21157

Office: 410-386-3000

Interviewed: Friday, 05/14/2004 @ 1020 hours

Cpl. Becker interviewed Fisher outside of her residence on Chaney Lane. Fisher stated when the plane first caught her attention she was standing at a window to the rear of her residence, which is located behind the residence where the plane actually crashed. Fisher said she observed the plane rocking from side to side before it struck the trees to the rear of her residence. According to Fisher, there was no fire or smoke until the plane made impact with the ground.

Initial Investigator Sgt. Michael Grant

tor Andrant

IBM # 1403 DATE 07/29/2004

37. Donald E. Anderson

Interviewed by:

TFC Moriarty

Maryland State Police / Glen Burnie Barrack 6800 Aviation Blvd. Glen Burnie, MD 21061

Office: 410-761-5130

Interviewed: Friday, 05/14/2004 @ ???? hours

Statement of Donald Anderson

"Didn't see - I was in bed and briefly heard engine then slap, slap, slap, then crash. I ran out door and saw fire in neighbors back yard - ran over to crash and saw pilot was dead and left - engine was running but sounded very loud and close."

Additional Comments:

How far was this person or vehicle away when you first observed it ?

Heard, didn't see.

What was the visibility...? Clear

Was it daylight...? Daylight

In bed Where were you...?

Additional comments... Heard motor, then crash.

Initial Investigator Sgt. Michael Grant

DATE 07/29/2004

INSTALLATION

CRD/UCR

STATE'S ATTORNEY

IBM #

1403

INVESTIGATOR'S

MARYLAND STATE POLICE NARRATIVE

PAGE 65 OF 95

CONTINUATION SHEET COMPLAINT CONTROL NO. CIR: 04-40-000665

#### **NEIGHBORHOOD CANVASS / WITNESS INFORMATION:**

38. Rodrick Coleman

Interviewed by:

Detective Duane Cherry # 0257 Maryland Transportation Authority Police @ BWI Airport P.O. Box 8717 Baltimore, MD 21240 410-859-7042

Interviewed: Friday, 05/14/2004 @ 0827 hours

Statement of Rodrick Coleman

"At approx. 0715 while on Signature G.A. Ramp, I noticed an A/C to the NNW approaching the airport to the SSE in a somersault. Within 10 sec the A/C disappeared and crash off of Aviation Blvd & Ferndale."

Initial Investigator Sgt. Michael Grant

IBM # 1403

DATE 07/29/2004

INSTALLATION

CRD/UCR

STATE'S ATTORNEY

INVESTIGATOR'S

COMPLAINT CONTROL NO. CIR: 04-40-000665

#### **NEIGHBORHOOD CANVASS / WITNESS INFORMATION:**

Chanda Odette Valentine 39. and Rodrick Coleman

#### Interviewed by:

Sergeant John Cook Maryland State Police / Homicide Unit - Cold Case Squad 7175 Columbia Gateway Drive Columbia, MD 21046

Office: 410-290-0050

Interviewed: Friday, 05/14/2004 @ 0945 hours

#### Statement of Chanda Odette Valentine & Rodrick Coleman

"At approximately 0715, while on the Signature General Aviation Ramp, I noticed an aircraft falling while flying towards the South Southwest just north of the airport. The aircraft went down immediately near Aviation Blvd. & Ferndale Ave. Immediately responded to crash site after making notification to Airport Ops crash was approx 1/4 mile from where I first noticed aircraft falling. Aircraft appeared to be falling tail over nose as it was descending. Once on scene I noticed approximately 5 - 10 people (locals) at the scene. Pilot appeared to be deceased."

Initial Investigator Sgt. Michael Grant

IBM # 1403

DATE

STATE'S ATTORNEY

07/29/2004

40. Cynthia Jane Buckheit

Interviewed by:

Corporal Christina Becker
Maryland State Police / Homicide Unit / Westminster Bk.
1100 Baltimore Blvd. Westminster, MD 21157

Office: 410-386-3000

Interviewed: Friday, 05/14/2004 @ 0930 hours

#### Statement of Cynthia Buckheit

"5/14/04 I was taking my son Jon Laukeman to school at North County H.S. at approx. 7:25 - 7:30 AM. I was driving on the road parallel to North County when I looked up at a plane that my son had pointed out for seemingly flying awkwardly. I looked and the plane seemed to be flying normal but then seemed to tip to the left with a sharp turn. I looked back at traffic then my son told me to look again that the plane looked as if it was going to crash but there was oncoming traffic and I couldn't look. The next thing I saw was a plume of smoke as if a fire or explosion, then the county police officer in front of NCHS said a plane had crashed. With that my son said 'I told you it was going to crash by the way it was flying and went downward.'"

#### Also Interviewed by:

First Sergeant Kevin Hickey #1595 Commercial Vehicle Enforcement Section 901 Elkridge Landing Road Suite 300 Linthicum, MD 21090

Interviewed: Friday, 05/14/2004 @ morning hours

Per interview notes, Buckheit has a son, John Laukeman, in the tenth grade at North County High School. Her son saw the plane just before the crash, it looked like its wings dipped.

Initial Inves	Stigator MAN	IBM #	DATE
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MARYLAND STATE POLICE NARRATIVE

CONTINUATION SHEET PAGE 68 OF 95

COMPLAINT CONTROL NO. CIR: 04-40-000665

#### **NEIGHBORHOOD CANVASS / WITNESS INFORMATION:**

41. Leslie Upole

Interviewed by:

Sergeant John Cook

Maryland State Police / Homicide Unit - Cold Case Squad

7175 Columbia Gateway Drive Columbia, MD 21046

Office: 410-290-0050

Interviewed:

Friday, 05/14/2004 @ 1230 hours

Statement of Leslie Upole

"Did not hear / see anything."

42. Brent Allen Rogers

Interviewed by:

First Sergeant Kevin Hickey #1595 Commercial Vehicle Enforcement Section 901 Elkridge Landing Road Suite 300 Linthicum, MD 21090

Interviewed: Friday, 05/14/2004 @ morning hours

Per interview notes, Rogers saw the plane "go up and come down". The plane made a "whining sound".

Initial Investigator | IBM # DATE
Sgt. Michael Grant 1403 07/29/2004
INSTALLATION CRD/UCR STATE'S ATTORNEY INVESTIGATOR'S

43. Michael Anthony Doyle

Interviewed by:

First Sergeant Kevin Hickey #1595 Commercial Vehicle Enforcement Section 901 Elkridge Landing Road Suite 300 Linthicum, MD 21090

Interviewed: Friday, 05/14/2004 @ morning hours

Per interview notes, Doyle heard plane running "fine" before the crash.

44. Barry Dale Lear Jr.

Interviewed by:

Officer John McDowell # 909 Maryland Transportation Authority Police @ BWI Airport P.O. Box 8717 Baltimore, MD 21240 410-859-7042

Interviewed:

Friday, 05/14/2004 @ early morning

Statement of Barry Dale Lear Jr.

"I saw plane come in over the houses behind me. The wings were stight [sic] up in down. Then hit a tree in back of house, saw lots of fire and part of plane stop in front yard."

Initial Investigator IBM # DATE

Sgt. Michael Grant 1403 07/29/2004

INSTALLATION CRD/UCR STATE'S ATTORNEY INVESTIGATOR'S

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CONTINUATION SHEET COMPLAINT CONTROL NO. CIR: 04-40-000665

#### **NEIGHBORHOOD CANVASS / WITNESS INFORMATION:**

45. Paul Richard Champlin

#### Interviewed by:

Officer John McDowell # 909 Maryland Transportation Authority Police @ BWI Airport P.O. Box 8717 Baltimore, MD 21240 410-859-7042

Interviewed: Friday, 05/14/2004 @ 0755 hours

#### Statement of Paul Richard Champlin

"At approx. 7:20 a.m. I was on Orchard Blvd and looked up to see the plane which was at about a 45 degree and then rolled to the opposite angle and then I lost sight of it."

46. Robert Douglas Morrison

#### Interviewed by:

Officer John McDowell # 909 Maryland Transportation Authority Police @ BWI Airport P.O. Box 8717 Baltimore, MD 21240 410-859-7042

Interviewed: Friday, 05/14/2004 @ 0745 hours

#### Statement of Robert Douglas Morrison

"At 7:25 a.m. on 5/14/2004 I was @ the intersection of Orchard and B & A Blvd. erecting a crane. I was looking west when I saw a twin engine jet w/ wing mounted fuel tanks. The plane was on approach to the airport @ approx. 300 feet in altitude when it started to pitch and roll violently. I[t] then when [sic] behind the trees and crashed near Ferndale Road."

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#### 47. Dana Lynn Rupert

Interviewed by:

Officer John McDowell # 909 Maryland Transportation Authority Police @ BWI Airport P.O. Box 8717 Baltimore, MD 21240 410-859-7042

Interviewed: Friday, 05/14/2004 @ early morning

Statement of Dana Lynn Rupert

"Sputtering sounds. Like engine problems or out of fuel. Just heard"

48. Erik Wolfgang Halbig

Interviewed by:

Officer Wayne Whitlock #0918 Maryland Transportation Authority Police @ BWI Airport P.O. Box 8717 Baltimore, MD 21240 410-859-7042

Interviewed: Friday, 05/14/2004 @ 0817 hours

#### Statement of Erik Wolfgang Halbig

"While standing at North County High School at 7:22 a.m., Friday May 14<sup>th</sup>, 2004 a small aircraft caught my attention. I observed the plane flying abnormally. At first I thought it looked sort of like a stunt plane. I noticed the plane making swaying motions as if it were going to bank left then right and back left again. As the plane neared the tree line, the plane's nose had flipped up and back. I then lost sight of the plane as it dropped lower than the tree line. At 7:24 is when I saw the large dark smoke cloud rising above the tree line. My father and I then proceeded to find the crash site."

Initial Investi	gator A. 9	. # IBM #	DATE
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CONTINUATION SHEET COMPLAINT CONTROL NO. CIR: 04-40-000665

#### NEIGHBORHOOD CANVASS / WITNESS INFORMATION:

49. Wolfgang W. Halbig

Interviewed by:

Officer Wayne Whitlock # 0918 Maryland Transportation Authority Police @ BWI Airport P.O. Box 8717 Baltimore, MD 21240 410-859-7042

Friday, 05/14/2004 @ 0812 hours Interviewed:

#### Statement of Wolfgang W. Halbig

"We are conducting a Multi-Hazard Threat Assessment for the Anne Arundel County Public Schools. Today I am at North County High School in assessing this High School. I am standing by the concession stand at the football stadium when at 7:22 A.M. a propeller type aircraft came flying very low over the North County High School. The plane was flying low and past the tower when all of a sudden it made a very sharp bank to the left. As it banked sharp left it began tilting right then left and finally completely back to the left over a 180°/ bank and directly into the ground. immediately informed the High School Police Officer on campus that an aircraft has just crashed. The smoke left no doubt of this tragedy."

Initial Investigator & Hrant 18M # Sot. Michael Grant 1403 DATE 07/29/2004 STATE'S ATTORNEY INVESTIGATOR'S INSTALLATION CRD/UCR

MARYLAND STATE POLICE NARRATIVE

CONTINUATION SHEET PAGE 73 OF 95

COMPLAINT CONTROL NO. CIR: 04-40-000665

#### **NEIGHBORHOOD CANVASS / WITNESS INFORMATION:**

50. Steven Daniel Collins

#### Interviewed by:

Detective Jeffrey Stewart #0787 Maryland Transportation Authority Police @ BWI Airport P.O. Box 8717 Baltimore, MD 21240 410-859-7042

Interviewed: Friday, 05/14/2004 @ 0819 hours

#### Statement of Steven Daniel Collins

"I saw the plane fly low over North County High School the plane seemed funny like not sounding correct at 7:25 AM a few seconds later it looked as if it was going to turn around and land in the fields but it was too low then proceeded to crash. I heard & saw the smoke of the plane told an AACO police officer then drove to Ferndale Vol Fire Dept."

Initial Investigator Sgt. Michael Grant

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IBM #

DATE 07/29/2004

INSTALLATION

CRD/UCR

STATE'S ATTORNEY

INVESTIGATOR'S

51. Keith A. Heikkinen

Interviewed by:

TFC Scott Collier (interview conducted by phone)
Maryland State Police / Homicide Unit
7175 Columbia Gateway Drive Columbia, MD 21046
Office: 410-290-0050

Ollice: 410-290-0050

Interviewed: Friday, 05/14/2004 @ 1805 hours

Per Mr. Heikkinen, the following BWI Signature Flight Support personnel witnessed the plane rapidly lose altitude: (a) Steve Lamartina

- (b) Chris Burns
- (c) Denise Badger (Unknown Telephone #)
- (d) Bob Apple (Unknown Telephone #)

Mr. Heikkinen said he pulled and reviewed all of their surveillance equipment, none of which recorded the plane. "Barry" was named as another contact person.

Initial Investigator Warrant 18M # DATE
Sgt. Michael Grant 1403 07/29/2004
INSTALLATION CRD/UCR STATE'S ATTORNEY INVESTIGATOR'S

MARYLAND STATE POLICE CONTINUATION SHEET COMPLAINT CONTROL NO.

NARRATIVE PAGE 75 OF 95 CIR: 04-40-000665

#### FOLLOW-UP INTERVIEW INFORMATION:

52. Steve Lamartina

Interviewed by:

TFC Scott Collier
Maryland State Police / Homicide Unit
7175 Columbia Gateway Drive Columbia, MD 21046
Office: 410-290-0050

Interviewed: Tuesday, 05/18/2004 @ morning hours

#### Statement of Steve Lamartina

"It was 7:30 a.m. on the morning of the 18<sup>th</sup> [sic - was the 14th], was out front talking with a co-worker when I noticed the MU2 in a hard right bank, afterward it started descending to the ground in a side to side out of control fashion. Then there was a big puff of black smoke that dissipated."

Initial Investigator Mathematical IBM # DATE
Sgt. Michael Grant 1403 07/29/2004
INSTALLATION CRD/UCR STATE'S ATTORNEY INVESTIGATOR'S

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CIR: 04-40-000665

#### FOLLOW-UP INTERVIEW INFORMATION:

53. Christopher J. Burns

#### Interviewed by:

TFC Scott Collier Maryland State Police / Homicide Unit 7175 Columbia Gateway Drive Columbia, MD 21046 Office: 410-290-0050

Interviewed: Tuesday, 05/18/2004 @ morning hours

#### Statement of Christopher J. Burns

"I am going to try to describe the events that took place Friday morning, May 14th. I happened to be standing on the front curb in front of Signature Flight Support alongside Steve Lamartina. Steve yelled out, "Look at that!" looked up at about the ten o'clock position from where I was facing and saw the aircraft. I yelled, "Oh, my God, that's Epps." From the moment I saw it, I knew it was doomed. It was flying from my left to right about parallel to Aviation Blvd. I saw it for a total of about 5 - 7 seconds airborne. The hard part is describing, in words, the way it was flying. It was, I'd say banking hard to the left, then the right, then the left, back and forth. It was never inverted or level but always out of control. The nose was pointing up more than anything but it was however doing a corkscrew motion. I lost it behind a row of trees with the nose way up, maybe 60 degrees and the wings vertical. I heard it rip through the trees, but barely heard it hit the ground. The black smoke that followed lasted for about a minute. \*I did see both engines spinning\*.

Initial Investigator An Shart IBM # DATE 1403 07/29/2004 Sgt. Michael Grant

INSTALLATION CRD/UCR

STATE'S ATTORNEY INVESTIGATOR'S

#### **FOLLOW-UP INTERVIEW INFORMATION:**

54. Denise Badger

Interviewed by:

TFC Scott Collier

Maryland State Police / Homicide Unit

7175 Columbia Gateway Drive Columbia, MD 21046

Office: 410-290-0050

Interviewed: Tuesday, 05/18/2004 @ morning hours

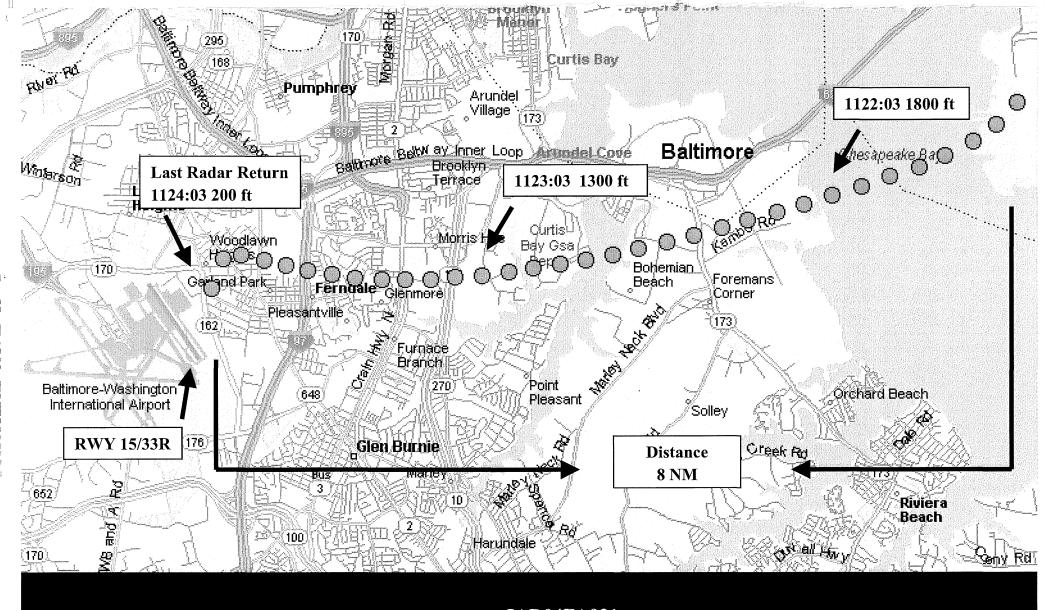
#### Statement of Denise Badger

"On the morning of Friday 14th, 2004, I was on my way to work. While driving down Aaronson Drive I noticed several employees looking up and pointing towards Ferndale Road. I was on the phone at the time but looked to see what was going on. At this time I told my boss Christine Asseng I had to get off the phone I saw a plane going down. The plane was flopping from side to side then it went down. I immediately drove to the site & noticed it was in the front yard of 320 Ferndale Road. Knowing the owners, I parked the car and asked if I could help or call anyone. The smell of fuel was strong so I moved my vehicle down the street further and proceeded to make phone calls to contact the homeowner's family members."

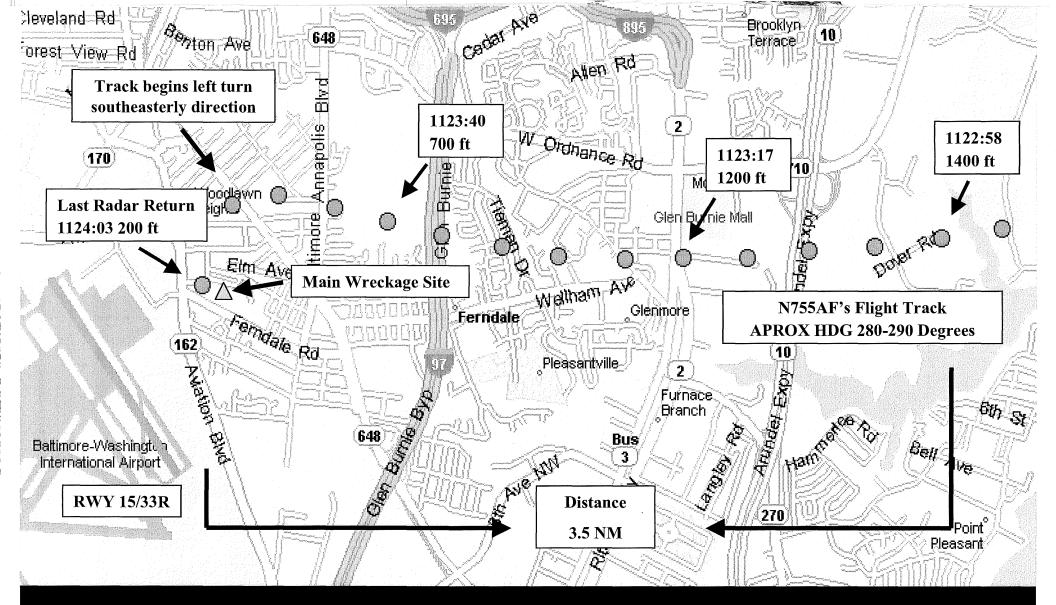
Initial Investigator Sgt. Michael Grant

IBM # 1403

DATE 07/29/2004

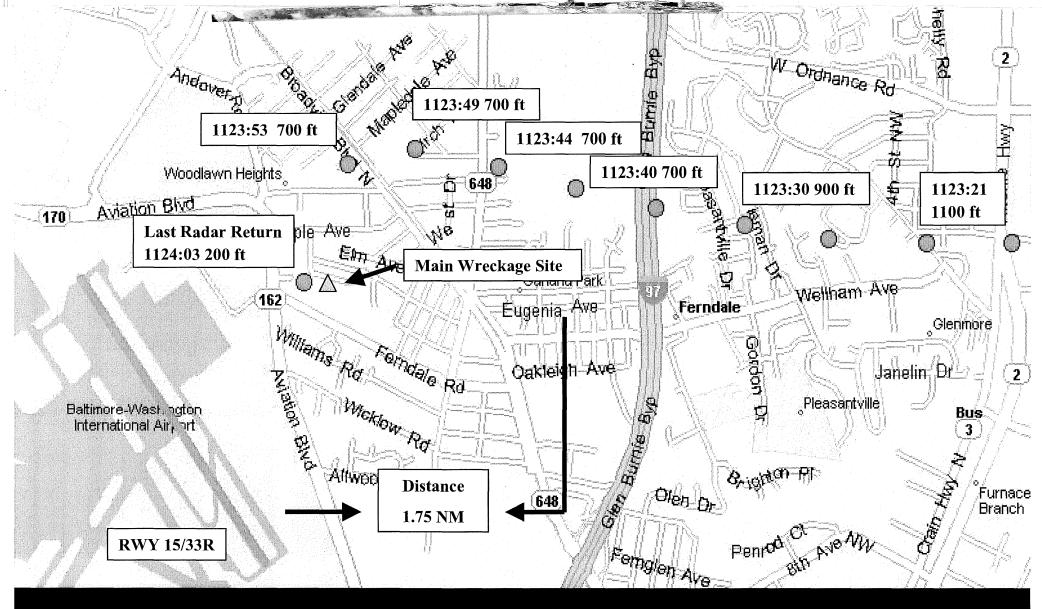


IAD04FA021 N7554F, Epps Air Service Flight 101 (EPS101), Mitsubishi MU-2B-60 May 14, 2004 0724 Eastern Daylight Time 1124 Universal Coordinated Time Ferndale, Maryland



#### IAD04FA021

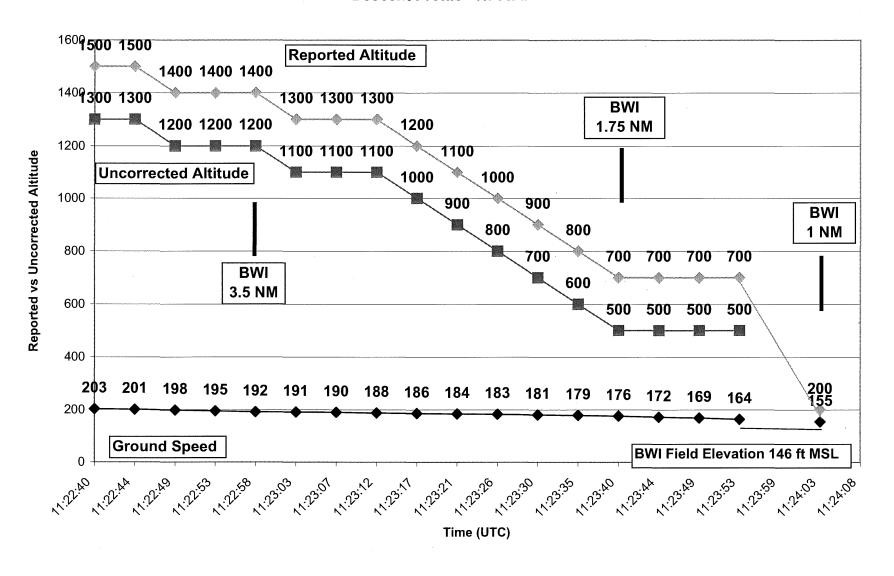
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May 14, 2004
0724 Eastern Daylight Time
1124 Universal Coordinated Time
Ferndale, Maryland



### IAD04FA021

N7554F, Epps Air Service Flight 101 (EPS101), Mitsubishi MU-2B-60
May 14, 2004
0724 Eastern Daylight Time
1124 Universal Coordinated Time
Ferndale, Maryland

**Descent Profile - N755AF** 



WEEK ENDING: May 9, 2004 NAME TILEMON PERSONAL LEAVE DAYS \_\_\_\_\_ DUTY TIME TOTAL NIGHT FLIGHT TIME TOTAL INST DATE A/CTYPE PART 135 PART 91 REMARKS TIME T/O LND TIME APR N# STR STP STR STP STR STP FLT DUTY T/O LND PIC Y SIC 2074 6202 6256 IOHT MON ROUTE 539 Bull PILUCAPIT TEB 7.5 1\_4 C7 1 3 0 5000 3 2330 1.4 3 5432 0459 0549 0617 603-868 CUSTOMER FRY PIC SIC SIC 55550 oiSu (d)∄b **TUES** ς-7350 25 75 3 554 5357 0730  $\circ$ 12.0 4 Ph. Ga. PINTERPH Ч 543) USG CUSTOMER FRO PIC SIC \_\_\_\_\_ 8°66215 0,00 0,31 WED PCC0 1510 8.5 080 7.0 Y O ( 3 3 gui Phraiph & 1.5 4 J330 6335 0104 5 CUSTOMER FRO 6648 0720 60.46 6.19 0.24 0.468 0.12 0.132 0.13 0.132 0.142 39(1 PIC X SIC\_\_ 3655 ROUTE OU PROTEO McDanaugh THUR 0 3.2 12.5 5 O0500 2.00 110 10 G V CUSTOMER FRAS SIC FRI ROUTE 7 OKS CUSTOMER FIC SIC\_\_\_ 10:343 SAT ROUTE OB 4 CUSTOMER SIC SUN ROUTE Offi CUSTOMER

WEEK ENDING: May 16, 2004 PERSONAL LEAVE DAYS NAME T. Lennon INST TOTAL NIGHT TOTAL DUTY TIME FLIGHT TIME REMARKS DATE A/C TYPE PART 135 PART 91 TIME T/O LND TIME APR LND DUTY T/O STP FLT STR STP STR STP STR N# PIC K SIC \_\_\_\_ ROUTE 2074 0155 0254 WHT MON ્ઇ. 7.5 ì ( 0700 PHRUKA 1.0 2330 10 CUSTOMER ( 2) 803-868 PIC <u>¥</u> ROUTE 7114 0606 755 DF 3151 3218 3241 3348 2311 0107 0129 0155 90 TUES 6 PHOGUEPING GET PER 3.1 6 ⊘ (0 31 2000 0500 BUL PHL CUSTOMER FRB 0736 0404 PIC X SIC ROUTE 75540 059 0126 &IPINBUEPIEB 50 WED 0153 CD36 3 3 8.5 0500 4 4 1330 12 21 0.1 CUSTOMER FRB 0600 0120 PICY SIC\_ ROUTE BUIPMINI PARKEP 7554C McDanaugh THUR (3 CUSTOMER FRB PIC\_\_\_\_ROUTE SIC FRI 14 CUSTOMER PIC\_ROUSE SIC \_\_ 10:02= SAT 15 CUSTOMER PIC SIC . SUN ر) إ CUSTOMER

### **Cox Paul**

From: Anton Coy [acoy@eppsaviation.com]

Sent: Monday, March 21, 2005 11:13 AM

To: Cox Paul

Subject: FW: T. Lennon time reconstruction for N755AF

### Regarding: IAD04FA021

I'm sorry it took us some time to reconstruct these times. These should be pretty accurate. Because the routes are scheduled our pilots check in between legs if the schedule is going to be off such that it will effect connecting routes. Otherwise, they check in at the end of all the legs with their times. It is company policy to be on station one hour prior to a flight for preflight and preparation. We can assume that Tom started his duty one hour prior to his first leg. This seems consistent with his check out time from the hotel. I hope this helps, please don't hesitate to call. Thanks Anton Coy

----Original Message----

From: mike mcdonough [mailto:msmsmcdonough@hotmail.com]

Sent: Friday, March 18, 2005 10:34 AM

To: Anton Cov

Subject: T. Lennon time reconstruction

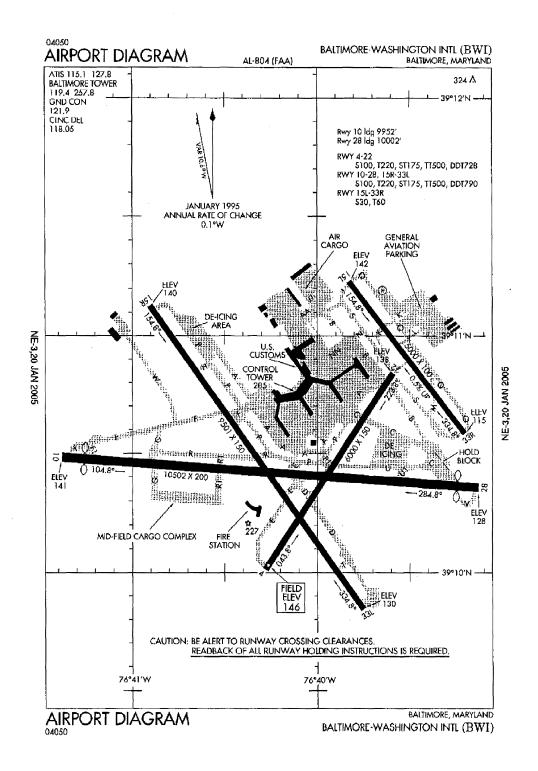
Here are the times you requested. I belive them to be very close within 10 min either way. If there are any delays or changes from the scheduled times, pilots notify me at that time. I didn't here from Tom other than to check in.

BWI-PHL 2150 2155 2220 2225 PHL-BWI 2240 2305 2320 2325 BWI-PHL 100 105 125 130 PHL-BWI 0155 0200 0220 0225 BWI-PHL 0335 0340 0400 0405

PHL-BWI 0650 0655

If you have any questions call me

. Sandy McDonough Flight Follower



ACTION: Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved by some type of data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed will constitute your original statement.

This statement concerns the incident/accident involving EPS 101 at Bull on Moy, 14 2004 1120 UTC.

My hame is David Chrzanowski (CZ). I am employed as an Air Traffic Codrol Specialist by the FAA at BW, ATCT, Baltimore, MD . I was working the Characce Delivery position from 1116 UTC to 130 UTC.

Text of Statement:

I was working the Clearance Delivery position at BWI ATCT when I heard my supervisor in the tower at the time say "what's this guy doing?" I looked out the window to the east and say an aircraft in an unusual attitude. The aircraft then seemed to spiral to the ground and then I saw a plane of smoke.

I certify, to the best of my knowledge and recollection, that the above statement is correct.

Signature and Date

ACTION: Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved by some type of data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extrincous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed will constitute your original statement.

This statement concerns the incident/accident involving EPS 10/ at BALTIMORE, MD on 5/14/04 1124 UTC.

My name is JAMES OBRIEN (OB I am employed as an AIRTRAFAC Course Specialis Tay the FAA at BWI to WER. I was working the Ground Consul 1/2 position from 1052 UTC to 1/28 UTC.

Text of Statement:

AT 11242, I WAS ALERTED BY THE TOWER SUPERUISORS CONCERN OVER THE UNUSUAL APRREATED OF AN ARRIVING MIRCRAFT, LOOKING TOWARD THE LOCATION, I OBSERVED AN AIRCRAFT IN AN UNUSUALLY NOSE HIGH ATTITUDE CLOSE TO THE GROUND. AFTER THE CRASH, I CEASED ALL GROUND MOVEMENT ON THE AIRPORT AFTER THE CFR VEHICLES CLEARED THE AREA.

certify, to the best of my knowledge and recollection, that the above statement is correct.

5/14/04

Signature and Date

ACTION: Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved by some type of data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual count testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed will constitute your original statement.

This statement concerns the incident/accident involving EPS 101 at BUT on 5/14/04 1124 UTC.

My name is WILLIAM S KIMMEL (BK). I am employed as an Operations Supervisor by the FAA at BWI ATCT

I was working the AT position from 1054 UTC to 1145 UTC.

Text of Statement:

T observed EPS 101 ENTERING A MIDFIELD DOWNWIND FOR
PWY 33R. EPS 101 Appearant to be Low And tight. As I
questioned his approach, EPS 101 bankal Left and Apparant
to stall and them CARTLED.

certify, to the best of my knowledge and recollection, that the above statement is correct.

5/14/04

Signature and Date

ACTION: Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved by some type of data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed will constitute your original statement.

This statement concerns the incident/accident involving Epsion UTC.

at B.WI

on 5114/04 1124

My name is TEEDA IN SMITH

(T). I am employed as an AIR TRAFFIC CONTROLLER by the . I was working the LOCAL CONTROL I position from 1116

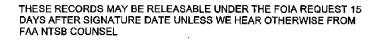
Text of Statement:

UTC to 1128

I was working Local Control 1 pasition. Epsion checked in for Ruy 33R. II cleared EPsion to land Ruy 33R. I called traffic to EPsion about a DHB to depart prior to his arrival. EPsion acknowledged. I was alerted when the Tower Supervisor showed concern over the erratic handling when the aircraft. Looking I saw EPsion low to the ground. After the crash I stopped all traffic.

I certify, to the best of my knowledge and recollection, that the above statement is correct.

June 1 Shich 5/14/04





Mike Monroney Aeronautical Center P.O. Box 25082 Oklahoma City, Oklahoma 73125

Federal Aviation **Administration** 

Friday, June 04, 2004

National Transportation Safety Board 490 L'Enfant Plaza East Washington, DC 20594

ACCIDENT # 0098

INDIVIDUAL#: 001 NAME: LENNON, THOMAS F.

MODE: AVIATION

DATE OF ACCIDENT

05/14/2004

DATE RECEIVED 05/18/2004

PUTREFACTION: No

N# 755AF

NTSB # IAD04FA021

CAMI REF # 200400098001

LOCATION OF ACCIDENT

FERNDALE, MD

**SPECIMENS** 

Bile, Blood, Brain, Gastric, Heart, Kidney, Liver, Lung, Muscle, Spleen, Urine, Vitreous

### FINAL FORENSIC TOXICOLOGY FATAL ACCIDENT REPORT

CARBON MONOXIDE: The carboxyhemoglobin (COHb) saturation is determined by spectrophotometry with a 10% cut off. Where possible, positive COHb values are confirmed by GC/TCD.

>> NO CARBON MONOXIDE detected in Blood

CYANIDE: The presence of cyanide is screened by Conway Diffusion. Positive cyanides are quantitated using spectrophotometry. The limit of quantitation of cyanide is 0.25 ug/mL. Normal blood cyanide concentrations are less than 0.15 ug/mL, while lethal concentrations are greater than 3ug/mL.

>> NO CYANIDE detected in Blood

VOLATILES: The volatile concentrations are determined by headspace gas chromatography at a cut off of 10 mg/dL. Where possible, positive ethanol values are confirmed by Radiative Energy Attenuation.

>> NO ETHANOL detected in Vitreous

DRUGS: Immunoassay and chromatography are used to screen for legal and illegal drugs which include: amphetamine (0.010), opiates (0.010), marihuana (0.001), cocaine (0.020), phencyclidine (0.002), benzodiazepines (0.030), barbiturates (0.060), antidepressants (0.100), antihistamines (0.020), meprobamate (0.100), methaquatone (0.100), and nicotine (0.050). The values in () are the threshold values in ug/mL used to report positive results. Values below this concentration are normally reported as not detected. GC/Mass Spec, HPLC/Mass Spec, or GC/FTIR, is used to confirm most positive results.

>> 14.83 (ug/ml, ug/g) ACETAMINOPHEN detected in Urine

>> DIPHENHYDRAMINE present in Urine

>> DIPHENHYDRAMINE NOT detected in Blood

Dennis Canfield, PhD. Manager, Bioaeronautical

Sciences Research Laboratory

Date: 2004.06.30 15:12:04 -05'00'

### STATEMENT OF PARTY REPRESENTATIVES TO NTSB INVESTIGATION

Aircraft Id	lentification:		
Registrat	ion Number ${\cal N}$	755 A	F
Make and	Model MU-	2	
Location	UNTHICUM	MD	(FORMOME)
Date	5-14-04		

The undersigned hereby acknowledge that they are participating in the above-referenced aircraft accident field investigation (including any component tests and teardowns or simulator testing) on behalf of the party indicated adjacent to their name, for the purpose of providing technical assistance to the National Transportation Safety Board.

The undersigned further acknowledge that they have read the attached copy of 49 CFR Part 831 and have familiarized themselves with 49 CFR 8831.11, which governs participation in NTSB investigations and agree to abide by the provisions of this regulation.

It is understood that a party representative to an investigation may not be a person who also represents claimants or insurers. The placement of a signature hereon constitutes a representation that participation in this investigation is not on behalf of either claimants or insurers and that, while any information obtained may ultimately be used in litigation, participation is not for the purposes of preparing for litigation.

By placing their signatures hereon all participants agree that they will neither assert nor permit to be asserted on their behalf, any privilege in litigation, with respect to information or documents obtained during the course of and as a result of participation in the NTSB investigation as described above. It is understood, however, that this form is not intended to prevent the undersigned from participating in litigation arising out of the accident referred to above or to require disclosure of the undersigned's communications with counsel.

SIGNATURE NAME (Printed)

PARTY DATE

ANTON COY EPPS AIR SERVICE, INC. 05-14-04

I alph Sanell RALPH SORREIUS MIBUSISH/HERLY AMER OS/15/04

Continued on reverse

### NATIONAL TRANSPORTATION SAFETY BOARD

RELEASE OF AIRCRAFT WRECKAGE

ACCIDENT IDENTIFICATION NUMBER

IAD04F021

#### PART I-RELEASE OF AIRCRAFT WRECKAGE

REGISTERED OWNER (name and address)		•	REGISTRATION NUMBER-N		
EPPS AIR, INC			7554F		
ATLANTA			/ > > 7 /		
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	•			)	
			M1/30.	5154	
MODEL	DATE OF ACCIDENT		LOCATION		
MU-2	5-14-04	<del>/</del>	PERNOALE,	MD	
The National Transportation Safety Bo except that listed on the reverse side parts are retained, insert NONE.)					
NONE					
SIGNATURE OF NTSB REPRESENTAT	ΓΙVE	TITLE		DATE	
M		AS.I		5-15-04	
(This section may be signed by a person, not the owner or owner's representative, who has knowledge of the disposition of the aircraft wreckage and its parts. Such signature does not place a responsibility for disposition of the wreckage upon that person.)					
	a not pigoe a responsionity for t	apositio	To the weekage upon that person.	,	
I HEREBY ACKNOWLEDGE:					
Receipt of the above described aircraft wreckage.					
☐ Removal of the parts, if any, listed on the reverse side of this form.					
SIGNATURE		TITLE	2-10	DATE	
		\ \	03 GAWRENCE	5/15/	
Loan		K	Edjuster Ledjuster	5/15/64	
REMARKS:			V		
}					





