

## NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20584

## STATEMENT OF WITNESS

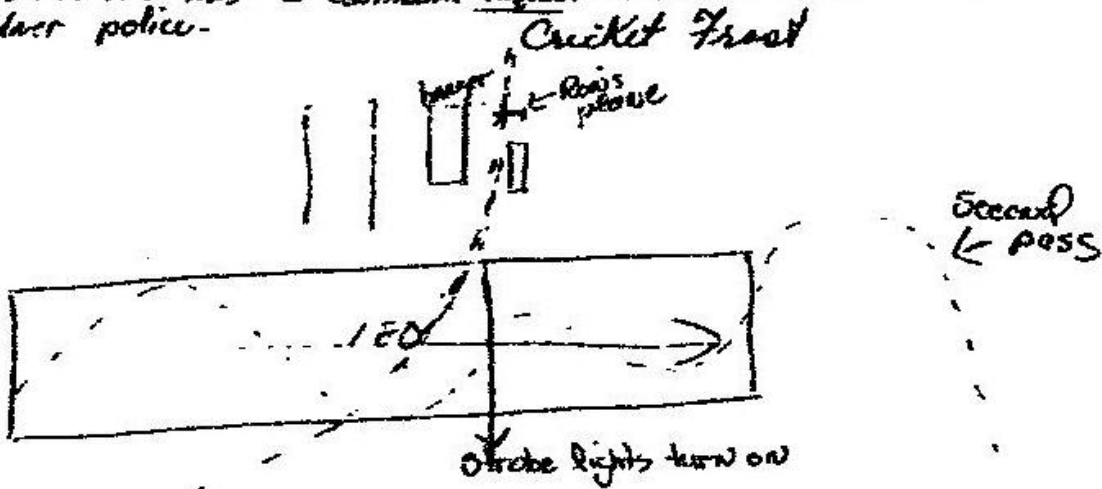
The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

- Date 2/11/84
1. Place of accident Leopoldon, Mass Date 1/28/84 Hour 4:10
2. Type of vehicle Piper
3. Identification of vehicle N 55495
4. What is your name Crocket Feast Age 40
5. Address 30 Howard St - Keene, N.H. 03421
6. Occupation Crafterman If, whom employed Guys n' Gals
7. Where were you at the time of the accident The Gardner Airport
8. Tell in your own words what you saw or heard before and at the time the accident occurred.

We were doing takeoff or landings for about 1 1/2 hours on Sat. Jan 28 (the night was clear - no moon but lots of stars) we landed and proceeded to put the plane away when Ron Richard heard a plane - I signed the air craft flying about 2000 feet (heading East) cross over the runway. The only way I could see him was he blocked out the stars as he flew over us and I could see his course by this. He had had no lights on. The runway lights at this time were on. We continued to put in plane up on the night when we again heard a plane (The runway lights were off at this time) he buzzed the airport in an S pattern with no lights. Thinking he was in trouble Ron got in the plane and turned the runway lights on they went off immediately so he put them on again. At this point the plane put on his strobe lights. He was about 60 feet above the ground cruising at about 105-120 mph. His landing gear was down. He appeared to climb SLIGHTLY to about 80-100 ft and started making a left hand clearing turn - At this point Ron turned and got his keys from the plane. I was standing in front of the plane facing South in front of the left wing and watched the plane for a few more seconds. He at this point made a good 15-20 degree turn heading about 195°. The engine was loud and smooth with no sign of trouble. NO power increase at all any time (over)

NTSB FORM 8120-11 (Rev. 10/77) (Use reverse side of sheet for diagram and additional statements)

thinking he was going to come around and land I bent down and got the tie-down rope for the wing & when I stood I could not see the plane. the last time I saw him his lights were still on. (There were no other planes up at that time.) About 30 seconds later while I was securing the wing I heard a large crash then silence - nothing - One large crash that was it. I ran to look off the run way and saw nothing. While leaving the airport the lights went off 7:25 - I estimated impact at 7:10 from this we reported this to the Gardner police.



1st pass 2000 ft no lights

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