

9/24/2015

Chris Varlano on or about 710pm I was talking to two customers at our 100 low lead pumps. I saw the plane doing a takeoff roll he was not at full throttle but he was not at idle it was as if he was just like he was off for a simple ride.

When one of the younger customer said that the pilot of the plane taking off was not, he's not going to make it and I did not understand what the customer was referring to until I heard the loud thud and the "woosh" and when I turned to see the fireball and wreckage of the aircraft. I turned to the younger customer and said dial 911, call the fire department police and tell them to roll everything there has been a crash then we jumped in the golf cart and drove to the end of runway 32.

When we arrived at 32 I scanned the area for the pilot I saw a seat and windshield in the grass and the airplane and grass is on fire. I noticed an arm sticking out from underneath the wing, I walked thru the fire to the wing and grabbed the wing and threw it to the side and the flames flared up due to the fuel in the wing I had to back out the fire. I heard someone yelling don't go in there, and I went back in there to grab him and drag him out but the first responder pulled me out before I could grab him.

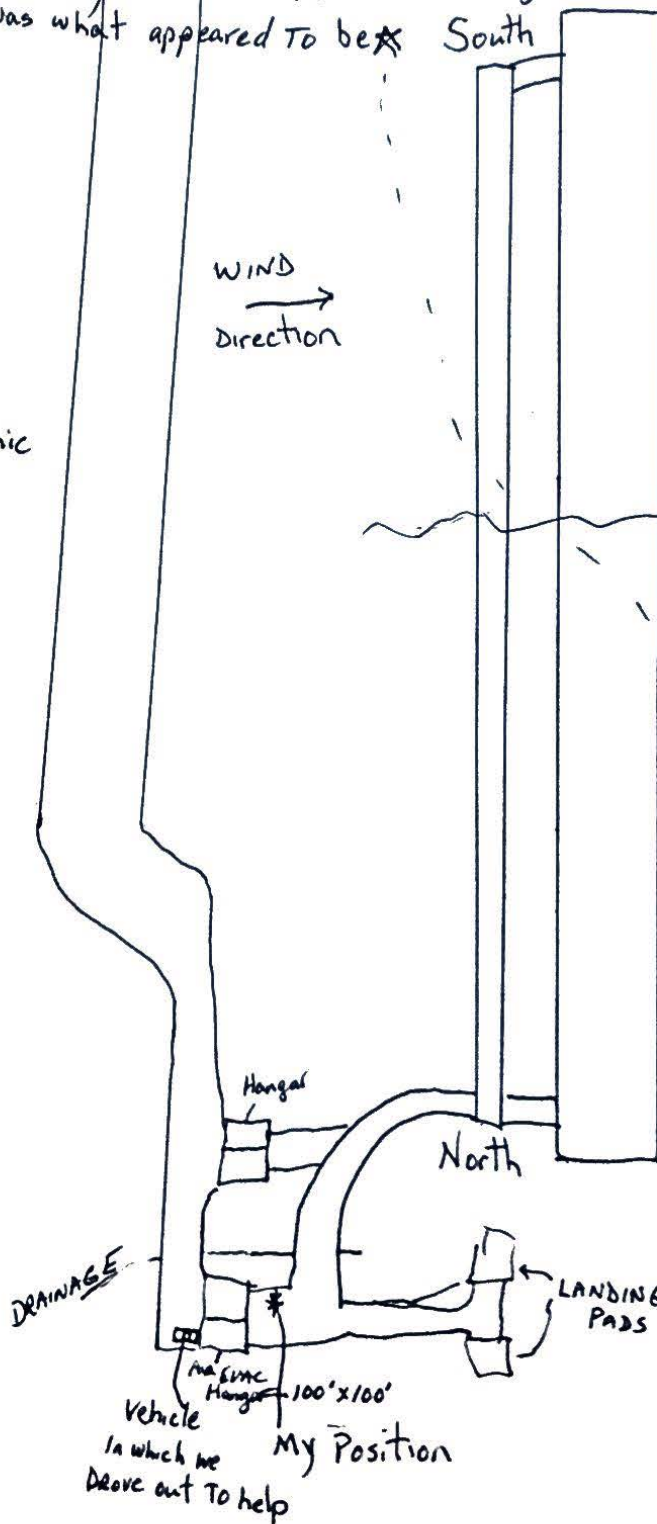

CHRISTOPHER VARLANO
9-24-2015

I, Lee Branson, witnessed the following.

Casey Bussett and Chad Hughes sat in the Mustang II on the North end of the Taxi way. I could see the Aircraft moving thru the Flight control checks, such as Rudder check etc..., The Mustang entered the Active part heading Toward the South end of the Run way. I maintained visual contact which means the Aircraft was Airborn PRIOR or after the hill Peak. I am unaware When they actually lifted. Someone in the group said, "They better pull up soon" because The Aircraft was what appeared to be

NOT TO
Scale

Lee Branson
Air Evac Area Mechanic

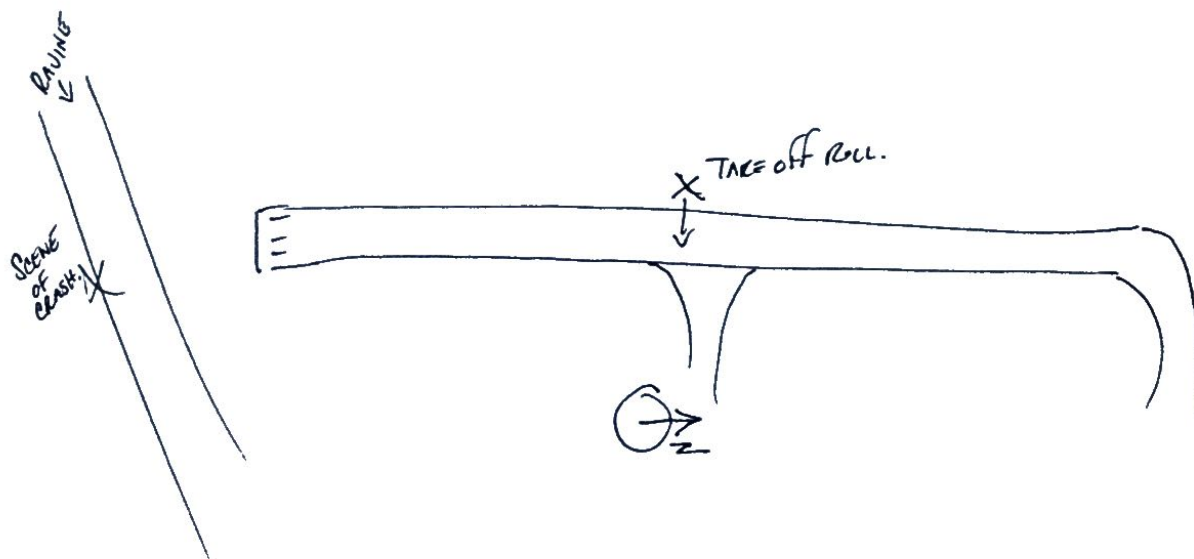


← Approximate Area of verticle
Climb and Roll, on the
Run way.

Denotes hill Peak

* Near the end of the run way
and only a few feet (10-20?) in the Air.
The aircraft pulled back sharply and
went Vertical. It was roughly 100' up
When it Rolled to the right, went
upside Down and then Lobbed Right
again. It was horizontal with the left
wing down around 90° when I lost
sight of the Aircraft below the horizon.
soon after, I saw a plume of black smoke
and a fire ball. I ran to Mark Horn's
Vehicle and we raced Down To the
Site. An Ambulance was pulling up
and The FBO Personel where on site.
The Aircraft was Engulfed in flames
and EMS was pushing People Back.
The Aircraft was upright but facing
North on the south bank of a
Drainage Area.

THE PILOT TAXIED OUT TO RUN UP AREA FROM ~~THE~~ THE NORTH END. HE RAN FOR A FEW MOMENTS. DID HIS MAG CHECKS (AUDIBLE). HE THEN PROCEEDED TO THE RUNWAY FOR DEPARTURE. HE BEGAN HIS DEPARTURE AND LIFTED AT ABOUT MIDDLE OF THE LENGTH OF THE ~~FIELD~~ RUNWAY. HE MAINTAINED WHAT LOOKED LIKE ABOUT 20-30 FT ALTITUDE. AT THE END OF THE RUNWAY HE PULLED UP TO ABOUT A 45° TO 50° THE AIRCRAFT YAWED TO THE RIGHT AND WENT INVERTED, THE AIRCRAFT NOSE LOOKED LIKE IT WAS COMING UP WHEN WE LOST SIGHT OF THE AIRCRAFT OVER THE HILL. THEN THERE WAS A FIREBALL, WE RAN TO THE SCENE AND FOUND THE AIRPLANE ENVELOPED.

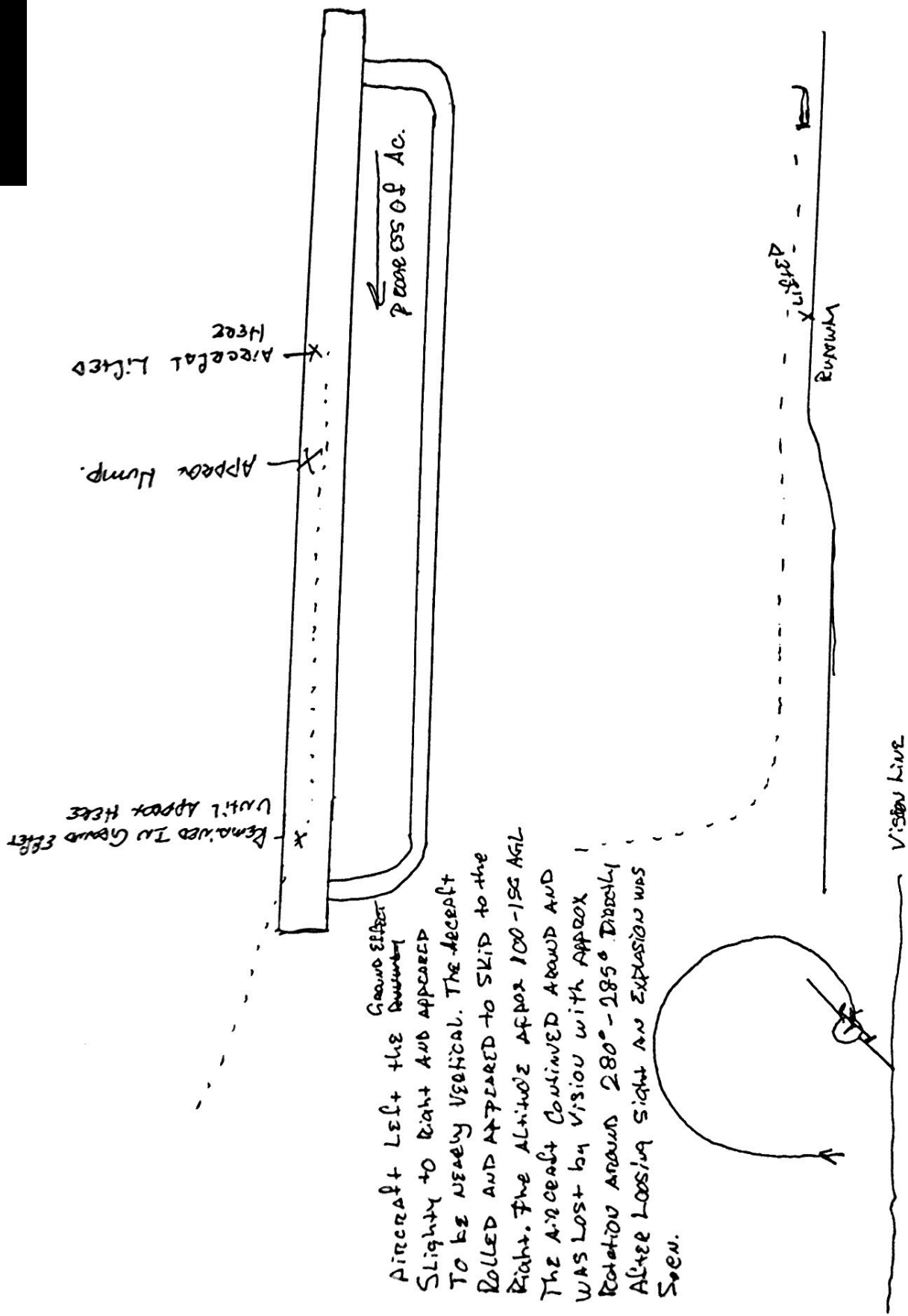


HANGAR
OF DEPARTURE
□

JOSE QUIMBLE

DEAD WALKER

provided X
AEL
hanger



Aircraft Left the Ground Effect Slightly to Right and Appeared to be nearly Vertical. The Aircraft Rolled and Appeared to Skip to the Right. The Altitude Approx 100-150 AGL. The Aircraft Continued Around and was Lost by Vision with Approx 1 Rotation Around 280°-285° Directly After Losing Sight an Explosion was Seen.

Star & map check was normal. Aircraft had landed & departed Airfield twice in the last two days.

Casey had the plane airborne @ about $\frac{1}{4}$ field and was building speed, as he approached the end of the runway he pulled up hard @ about a 60° angle. Within 50 feet in the air the plane appeared to be doing a roll to the right, I saw the rudder kick to the left and the plane dove down past dip in the runway. Within seconds of that there was large explosion and fire. As soon as I saw the fire I ran to my car and drove to the crash sight.

Mark Horn

