

From: [REDACTED]
Subject: FW: APA Cirrus Accident Last Friday 5/11
Date: Thursday, May 17, 2018 12:41:45 PM

Hi Jennifer this came into the witness email box.

Regards,

Erik

-----Original Message-----

From: Logan Nelson [REDACTED]
Sent: Thursday, May 17, 2018 2:38 PM
To: eyewitnessreport <eyewitnessreport@ntsb.gov>
Subject: APA Cirrus Accident Last Friday 5/11

Hello,

My name is Logan Nelson, I was working on the ramp that the pilot departed from that night. I was towing a jet into the hangar and he came up and asked to use the bathroom, so I escorted him through the hangar and I asked him about where he was going and he explained he was headed to Grand Junction, because of an annual, which I didn't know it that was for an annual or to return after one, he also said he was concerned about the weather and had to head way south to avoid it. I then walked him back through the hangar and he walked up to his plane and began a preflight, I was wing walking behind the plane so I saw at glances the lights on the aircraft and him under the wings at one point. He started up and left about 10-15 minutes after he got to the plane

My cell phone is [REDACTED] if you need to talk to me more about it.

Thank you,

Logan Nelson

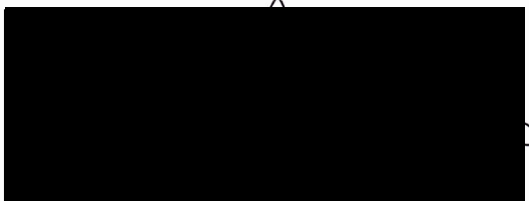
Statement from Michael Harkins

On Friday May 11, 2018 at approximately 20:20 MST, I was walking with my wife southbound on Heirloom Parkway at Jacobsen Street (Heirloom Subdivision). We both heard a small single engine aircraft passing just slightly to the southwest of our location. The aircraft was flying through a low layer of clouds at approximately 200 to 300 feet AGL. The aircraft turned ON it's wing strobe lights for a few seconds (I witnessed two or three flashes from the wing strobes) before (I assume) the strobes were turned OFF again. There was no illumination of the strobes or aircraft position lights emulating from the clouds.

The aircrafts engine sounded normal as the aircraft was flying past our location (just very loud due to low altitude). Then for a few seconds it sounded as if the propeller control lever was placed in the HIGH position (I know the aircraft has an integrated throttle/propeller control linkage) then the aircraft engine returned to sounding normal. Based on aircraft sound and known direction from the few seconds of aircraft position from watching the strobes, the aircraft continued tracking towards the Northwest and 200 to 300 feet AGL.

Approximately 30 seconds after the aircraft had passed our location, I heard three loud clicking noises, we both stopped and listened to see if we could hear the clicking noises again. No additional noises were heard, but this must have been within a few seconds of the aircraft impact just west of the Stepping Stone Subdivision. From where we witnessed the aircraft's location and the known crash location just one mile away, there are several towers with high voltage electrical lines and rising terrain located between those two points. Surface winds were in excess for 25 MPH based on the large American flag at the model homes.

Please contact me if you have any additional questions.


Mike Harkins


Parker, CO 80134

Phone: 

Email: 

Background Info: 