

Aguilera Jason

From: Sherry Turner [REDACTED] >
Sent: Tuesday, March 10, 2020 10:30 AM
To: Aguilera Jason
Subject: Statement from Daniel Turner re: CEN20FAO72
Attachments: IMG_2031.PNG

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To Jason Aguilera

Senior Air Safety Investigator, NTSB

I, Daniel Turner on March 9th, 2020 certify that I do not remember anything about my airplane crash that occurred on February 2, 2020. I know about the accident because I heard the doctors and nurses talking about it to my parents . I have no remembrance of it at this time. I, as well as Sherry Turner who is my Durable Power of Attorney am including an attachment of the screenshot taken by Sherry Turner from Melanie Merritt, wife of Sam Merritt (student) who states that I told him we had to turn around for an emergency landing. That is me, Daniel Turner speaking for myself at this time.



Chats



Melanie Merritt

Active 46m ago



Kendra was saying Sam was having some pain from his head to his feet on one side? And he's spotty on what happened. Do you know what he remembers?

Daniel can't talk so we don't know yet. He was trying to write invisible letters earlier and I wasn't comprehending enough. I asked if it was about the plane and he said no. Then got sick 2x.

FEB 7, 3:31 PM

Hi Sherry. I am just so thankful that my husband is alive, and can't believe how quickly he has made progress. It's truly a miracle! This whole thing has been such a tragedy. I wish I could donate more, I can't imagine going through this without even being able to get anything from home at all. I have been speaking to Sam as his memory gets stronger, trying to see what he remembers. There are things slowly coming back, and he vaguely remembers something not feeling right and Daniel saying he needed to turn around to land right away, and Sam turned around and was hollering at David to let him know cause it was loud. He seems to think Daniel radio'd in saying they needed clearance for an emergency landing, and that's all so far.

Do you know if Daniel radio'd in?



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Aguilera Jason

From: Daniel Turner [REDACTED]
Sent: Saturday, December 26, 2020 11:01 AM
To: Frierson Kimberly
Subject: Accident #CEN20FA072

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Hi Kim,

I understand you are now the contact for the accident #CEN20FA072. I had some information that I would like to clarify regarding the preliminary report.

First, the report states that the aircraft used the entire 5,399 foot runway for takeoff. In a surveillance video provided by Fremont County Airport, the footage shows that this is not correct. The aircraft rotated once and settled back down, like the witness said. By using the video and Google Earth, I calculate this first rotation to be near 2,000 feet of runway. The second rotation was successful and occurred ~6 seconds later. The aircraft rotated just past taxiway A3 and entered ground effect. I estimate that to be a ~2,500 foot takeoff roll and the aircraft entered ground effect. I realize the footage is recorded a distance away, but anyone with knowledge of the airport would be able to confirm the point the wheels left the runway. Additionally, the witness was also on the footage inside his aircraft and would not have been able to see the end of the runway because it would have been obstructed by a hangar, much like the footage from the security camera.

Second, Kathryn's Report had recorded weather data from KPUB, which is about 30 miles away. It was listed as 14 kts gusting to 27 kts. These gusts were not present at Fremont County, although the steady speed of 14 knots I believe to be fairly accurate. In the video the windsock is shown, and no extreme gusts or crosswind conditions existed. Also, skydivers were active at the time and they typically stop operations around 17 kts. Additionally, the temperature recorded at Pueblo would have been a few degrees warmer than that of Fremont County as well.

Finally, from a text written by the student's wife, he remembered me telling them that something was wrong and we would have to return to the airport. He has not offered any additional information to me since then, however. I remember completing a 180 degree turn from the departure heading of 290, and trying to position the aircraft for a landing on runway 11. However, the King Air was departing at that moment and I remember having to divert from that course to avoid having a collision with the departing King Air. From the video footage, my departure was about 2 minutes and 45 seconds before the departure of the King Air. Tim Clements was right seat in the King Air that day, and in a discussion with Tim in October he described my takeoff as "standard, but not effervescent." He also stated he felt like it was a "standard, Colorado high-altitude departure."

I wanted to send you what information I had as I found out you are now the spokesperson for this investigation. I will try to provide any other pertinent information I think of. I wanted to ensure that the information you had to work with was factual to avoid making changes later.

Sincerely,
Daniel Turner
[REDACTED]

Aguilera Jason

From: Daniel Turner [REDACTED] >
Sent: Saturday, December 26, 2020 11:02 AM
To: Frierson Kimberly
Subject: #CEN20FA072

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Saturday, 26 December 2020

Good Morning Kim,

We would like to add that my former commercial instructor Thomas VanAcker (Tom), who teaches quantum physics on a university level has some information to add.

Based on the data related to the accident, Tom made the following conclusions:

His belief is that the aircraft probably gave some indication of having a problem on the upwind, which prompted my decision to return to the airport which agrees with what I remember and what my student remembers. Tom believes that the aircraft was still producing power during the upwind, and the crosswind turn was made at 500 feet AGL.

Based on my training and the way Tom has observed me train others, he does not believe that I would have attempted a 180 degree turn on the upwind, especially with better landing areas to the right of the aircraft.

His belief is that the aircraft had a major loss of power while making the crosswind turn. He believes this would have prompted a continual left turn in an attempt to return to the runway. Tom calculated, based on a 300 FPM climb to 500 feet AGL, then making a crosswind turn, losing power, with best glide (800 fpm descent), the aircraft was in flight about 45 seconds before impact. These calculations based on ground speed, rate of climb, distance traveled, along with logical assumptions seem to match perfectly with what we know of the aircraft's flight path and time in flight .

Tom also mentioned a second possibility: but does not believe that it occurred. In that scenario , the airplane is only producing partial power throughout take-off and upwind. However; Tom does not believe that with the known loading and CG of the aircraft that I would have been able to have made the turn, or series of turns, without entering a stall/spin situation. He also does not believe the aircraft would have had enough energy to make it that far in the second scenario which is why he believes the first scenario to be accurate.

I recorded Tom's conversation with me and he also promised to summarize this in writing soon. We can send both the recording and the written statement from Tom when convenient for you.

Please add this information to the records and information you are collecting in regards to this accident.

Sincerely,

Daniel Turner

Aguilera Jason

From: Sherry Turner [REDACTED]
Sent: Wednesday, January 19, 2022 4:55 PM
To: Aguilera Jason
Subject: Fwd: Accident #CEN20FA072

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

----- Forwarded message -----

From: Sherry Turner [REDACTED]
Date: Sat, Dec 26, 2020 at 10:44 AM
Subject: Re: Accident #CEN20FA072
To: Daniel Turner [REDACTED]
Cc: Daniel Turner [REDACTED]

Saturday, 26 December 2020

Good Morning Kim,

We would like to add that my former commercial instructor Thomas VanAcker (Tom), who teaches quantum physics on a university level has some information to add.

Based on the data related to the accident, Tom made the following conclusions:

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I recorded Tom's conversation with me and he also promised to summarize this in writing soon. We can send both the recording and the written statement from Tom when convenient for you.

Please add this information to the records and information you are collecting in regards to this accident.

Sincerely,
Daniel Turner

On Wed, Dec 16, 2020 at 10:50 AM Daniel Turner [REDACTED] wrote:

Hi Kim,

I understand you are now the contact for the accident #CEN20FA072. I had some information that I would like to clarify regarding the preliminary report.

First, the report states that the aircraft used the entire 5,399 foot runway for takeoff. In a surveillance video provided by Fremont County Airport, the footage shows that this is not correct. The aircraft rotated once and settled back down, like the witness said. By using the video and Google Earth, I calculate this first rotation to be near 2,000 feet of runway. The second rotation was successful and occurred ~6 seconds later. The aircraft rotated just past taxiway A3 and entered ground effect. I estimate that to be a ~2,500 foot takeoff roll and the aircraft entered ground effect. I realize the footage is recorded a distance away, but anyone with knowledge of the airport would be able to confirm the point the wheels left the runway. Additionally, the witness was also on the footage inside his aircraft and would not have been able to see the end of the runway because it would have been obstructed by a hangar, much like the footage from the security camera.

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Finally, from a text written by the student's wife, he remembered me telling them that something was wrong and we would have to return to the airport. He has not offered any additional information to me since then, however. I remember completing a 180 degree turn from the departure heading of 290, and trying to position the aircraft for a landing on runway 11. However, the King Air was departing at that moment and I remember having to divert from that course to avoid having a collision with the departing King Air. From the video footage, my departure was about 2 minutes and 45 seconds before the departure of the King Air. Tim Clements was right seat in the King Air that day, and in a discussion with Tim in October he described my takeoff as "standard, but not effervescent." He also stated he felt like it was a "standard, Colorado high-altitude departure."

I wanted to send you what information I had as I found out you are now the spokesperson for this investigation. I will try to provide any other pertinent information I think of. I wanted to ensure that the information you had to work with was factual to avoid making changes later.

Sincerely,
Daniel Turner

[REDACTED]

I don't think Kim ever received this as it says "BLOCKED".
Sherry Turner

Aguilera Jason

From: Sherry Turner [REDACTED]
Sent: Wednesday, January 19, 2022 5:13 PM
To: Aguilera Jason; Frierson Kimberly
Subject: CEN20FAO72 Aeroscope, Inc. Preliminary Report of Findings
Attachments: Report of Findings 1-4-2022 (1).pdf

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Mr. Jason Aguilera & Kimberly Frierson,

Attached is a Preliminary Report of Findings completed by Aeroscope, Inc. for Accident # CEN20FAO72 that occurred February 2, 2020.

We are sending this for your review and consideration in this case. We hired Investigator Colin A. Sommer, P. E. and this is documentation of his investigation.

Daniel W. Turner
[REDACTED]