



RECORD OF CONVERSATION

Timothy N. Sorensen
Aviation Accident Investigator
Central Region

Date: September 16, 2020
Person Contacted: Evelyn Thrall
NTSB Accident Number: CEN20LA375 – Brighton, Colorado

Narrative:

Ms. Thrall was out near the runway with her husband at the time of the accident. The pilot approached the airport and executed a touch and go. The airplane seemed to be flying “normally” at the time. The engine sounded “good.” After lifting off, the pilot retracted the landing gear and entered a gentle, climbing right turn as if to enter a right traffic pattern. Shortly afterward, the airplane started to descend. It continued getting lower until it descended below a tree line. She noted that there did not appear to be any issues with the airplane preceding the accident.

----- *end of entries* -----



ADAMS COUNTY SHERIFF'S OFFICE
STATEMENT FORM

Case # 20-11612

Statement of: Evelyn Thrall (KATY)

DOB: [REDACTED]

Address: [REDACTED]

Phone ([REDACTED])

Date: 9-2-20-

Time: 12:39

Phone (W): [REDACTED]

We (husband Tom) and I were had watched him do a touch-n-go, I continued watching the plane, it turned out as it gained altitude, it turned out right, or ~~NE~~ ^{WEST}. The plane then descended down with the right wing in a descending right turn, RIGHT WING LOW. THE airplane descended out of sight below the tree line.

WE recognized the airplane and pilot as our neighbor Jim Winters.

My husband and I are airplane owners and I recognized the sudden descent as abnormal indicating the airplane may have gone down. WE immediately drove to the area looking for the airplane, saw EMERGENCY RESPONDERS arriving also.

Witnesses:

[REDACTED]
Signature:



RECORD OF CONVERSATION

Timothy N. Sorensen
Aviation Accident Investigator
Central Region

Date: September 16, 2020
Person Contacted: Tom Thrall
NTSB Accident Number: CEN20LA375 – Brighton, Colorado

Narrative:

Mr. Thrall was out near the runway with his wife at the time of the accident. The pilot departed about noon from runway 12. The takeoff and climb appeared routine. About 15 minutes later, he observed the airplane approach from the east. The pilot lined up and completed a touch and go wheel landing on runway 30. The engine sound changed slight on final approach and seemed to stabilize about 50% for the landing. He didn't recall hearing the engine power up very much for the takeoff portion. Otherwise, nothing seemed out of the ordinary and he did not continue to watch the airplane.

----- *end of entries* -----

20-11612

Statement of Tom Thrall

[REDACTED]
Brighton, Co 80603
[REDACTED]

At 12:00 pm my wife Katy & I were at Van Aire Skyport
we watched Jim depart Van Aire in his homebuilt
P-51 Replica to the east on Rwy 12.

About 10 minutes later he returned, gear down, positioned
for landing. The aircraft did a normal touch-n-go and
continued west on Rwy 30. I made a video of the
touch-n-go intending to convey it to Jim later. (12:11 pm)
It turned away for about 15-20 seconds when
my wife Katy exclaimed to me that it appeared
to have gone down.

We quickly drove the area attempting to verify,
soon the emergency response showed up too and
located the wreck.

T T 000
[REDACTED]
9-2-2020
[REDACTED]
[REDACTED]

FW



ADAMS COUNTY SHERIFF'S OFFICE
STATEMENT FORM

Case # 20-11612

Statement of: Jordan Kramer

DOB: [REDACTED]

Address: [REDACTED] Hudson, Co 80642

Phone [REDACTED]

Date: _____ TIME: _____

Phone (W): _____

As I was sitting in a skid steer I
glanced to my right and noticed the plane
taking off to the west, ~~he~~ it turned right
to the north then east at a fast rate,
as I noticed this it didn't seem right
the way the plane was acting and at
that time the plane rose took a nose
dive, I contacted my other co workers the
plane crashed, the plane crashed.

Witnesses:

[Signature]
Signature



ADAMS COUNTY SHERIFF'S OFFICE
STATEMENT FORM

Case # 20-11612

Statement of: Taylor Callen

DOB: [REDACTED]

Address: [REDACTED] Hudson CO 80642

Phone [REDACTED]

Date: 09/02/2020

TIME: [REDACTED]

Phone [REDACTED]

I watched climb out from van Air Airpark to the west. Proceeded to make a Right turn to the North. At an altitude of approximately 200-300 ft, I noticed the airplane Begin to become unstable as an indication of a wing Stall. At which point it then rolled over and entered into a spin. The Spin entry was to low and altitude to recover and impacted the ground at a near vertical angle.

Witnesses:

[REDACTED]
Signature