

Terrie Stadler

From: Hodges Michael [REDACTED]
Sent: Thursday, June 24, 2021 1:05 PM
To: DCSO
Subject: CEN21FA272 (N704AK) - DCSO Report Request

Good afternoon,

I am from the National Transportation Safety Board here in Colorado and I am the investigator-in-charge on a recent airplane accident with N704AK (Lancair Evolution). The NTSB case number is CEN21FA272.

This occurred on 06/16/2021 in the Lone Tree/Parker area. The airplane impacted powerlines and a postimpact fire ensued. There were 2 personnel on board, who both sustained fatal injuries.

I responded to the accident site on 06/16/2021 and 06/17/2021.

I would please like to request a digital copy of the DCSO accident report. [REDACTED]

Thank you so much.

Mike

Mike J. Hodges, MS, CHP
Air Safety Investigator
National Transportation Safety Board

4760 Oakland Street, Suite 500
Denver, Colorado 80239-2793

Cellular/SMS: [REDACTED]
Facsimile: [REDACTED]
Response Operations Center (24/7): 1-844-373-9922

*7pg original report
3 Statements*

*06/25/21 10pg
No charge/sent via
encrypted
email*

"We always need to prepare ourselves for handling the unexpected." – Neil A. Armstrong

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DOUGLAS COUNTY

SHERIFF

Tony G. Spurlock

★ Dedicated to Serve ★

4000 Justice Way
Castle Rock, CO 80109
(303) 660-7505

CASE NO.

2021-00048304

CONNECTING CASE NUMBER(S)

2021-

2021-

OFFENSE / INCIDENT REPORT

EVENT

OFFENSES

DATE REPORTED 06/16/2021	TIME 13:47	INCIDENT TYPE INC-OTHER NON-CRIMINAL	CASE DISPO NON CRIMI	EXCEPTIONAL CLEARANCE
OCCURRED FROM 06/16/2021	TIME 13:35	LOCATION OF OCCURRENCE 10014 S HAVANA ST PARKER, CO		
OCCURRED TO 06/16/2021	TIME 13:47	AT INTERSECTION		ROUTE TO PATROL
CASE STATUS CLOSED	CASE STATUS DATE 06/16/2021	REPORTING DISTRICT 06	SIGNIFICANT EVENT	

NO.	AT/CO	COUNT	CRS
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State of Colorado, County of Douglas
Certified to be a full, true, and correct
copy of the original in my custody.
Tony G. SpurlockBy: [Redacted] County, [Redacted]
06/25/21 [Signature]

Victim was provided with written Victims Right Information _ Yes X No _ N/A

REPORTING OFFICER

BUXTON, JARRAD

DATE SUBMITTED

06/16/2021

APPROVING SUPERVISOR

DUFFY, MICHAEL BRIAN 06/16/2021

NWS CASE REPORT

PRIMARY OFFENSE / INCIDENT TYPE		DOUGLAS COUNTY SHERIFF'S OFFICE		CASE NO.	
INC-OTHER NON-CRIMINAL		WITNESS LIST SUBJECTS		2021-00048304	
REPORTING OFFICER				DATE	
BUXTON, JARRAD				06/16/2021	

INVOLVEMENT		NAME			DOB		AGE	
SUBJECT		VELAZCO, KATHLEEN J			[REDACTED]		65	
RACE	SEX	HEIGHT	WEIGHT	HAIR	EYES	DRIVERS LIC. NO. / STATE		
WH	F	-	-	BLN		GA		
RESIDENCE ADDRESS						PRIMARY PHONE		
[REDACTED] JONESBORO, GA 30236-						[REDACTED]		
EMPLOYER / SCHOOL TYPE						EMPLOYER / SCHOOL NAME		
EMPLOYER / SCHOOL ADDRESS						OCCUPATION		
WITNESS CAN TESTIFY TO:						BUS. PHONE		
DECEASED PILOT								

INVOLVEMENT		NAME			DOB		AGE	
SUBJECT		VELAZCO, ANTONOR			[REDACTED]		73	
RACE	SEX	HEIGHT	WEIGHT	HAIR	EYES	DRIVERS LIC. NO. / STATE		
WH	M	-	-	GRY		GA		
RESIDENCE ADDRESS						PRIMARY PHONE		
[REDACTED] JONESBORO, GA 30236-						[REDACTED]		
EMPLOYER / SCHOOL TYPE						EMPLOYER / SCHOOL NAME		
EMPLOYER / SCHOOL ADDRESS						OCCUPATION		
WITNESS CAN TESTIFY TO:						BUS. PHONE		
DECEASED PASSENGER								

INVOLVEMENT		NAME			DOB		AGE	
SUBJECT		HARTNEY-VELAZCO, KARI			[REDACTED]		47	
RACE	SEX	HEIGHT	WEIGHT	HAIR	EYES	DRIVERS LIC. NO. / STATE		
WH	F	-	-			GA		
RESIDENCE ADDRESS						PRIMARY PHONE		
[REDACTED] SMYRNA, GA 30236-						[REDACTED]		
EMPLOYER / SCHOOL TYPE						EMPLOYER / SCHOOL NAME		
EMPLOYER / SCHOOL ADDRESS						OCCUPATION		
WITNESS CAN TESTIFY TO:						BUS. PHONE		
DAUGHTER/ RP								

INVOLVEMENT		NAME			DOB		AGE	
WITNESS		NELSON, GARY DARE			[REDACTED]		48	
RACE	SEX	HEIGHT	WEIGHT	HAIR	EYES	DRIVERS LIC. NO. / STATE		
WH	M	59 -	160 -	GRY	BLU	CO		
RESIDENCE ADDRESS						PRIMARY PHONE		
[REDACTED] HUDSON, CO 80642						[REDACTED]		
EMPLOYER / SCHOOL TYPE						EMPLOYER / SCHOOL NAME		
EMPLOYER / SCHOOL ADDRESS						OCCUPATION		
WITNESS CAN TESTIFY TO:						BUS. PHONE		
WITNESS/ RP								

INVOLVEMENT		NAME			DOB		AGE	
WITNESS		NELSON, KYLE ROGER			[REDACTED]		18	
RACE	SEX	HEIGHT	WEIGHT	HAIR	EYES	DRIVERS LIC. NO. / STATE		
WH	M	61 -	154 -	BRO	BLU	CO		
RESIDENCE ADDRESS						PRIMARY PHONE		
[REDACTED] MEAD, CO 80542						[REDACTED]		
EMPLOYER / SCHOOL TYPE						EMPLOYER / SCHOOL NAME		
EMPLOYER / SCHOOL ADDRESS						OCCUPATION		
WITNESS CAN TESTIFY TO:						BUS. PHONE		
WITNESS								

PRIMARY OFFENSE / INCIDENT TYPE	DOUGLAS COUNTY SHERIFF'S OFFICE	CASE NO.
INC-OTHER NON-CRIMINAL		2021-00048304
REPORTING OFFICER		DATE
BUXTON, JARRAD		/ /
	VICTIM OFFENDER RELATIONSHIP	
	VICTIM OFFENDER RELATIONSHIP	
	VICTIM OFFENDER RELATIONSHIP	
	VICTIM OFFENDER RELATIONSHIP	
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	VICTIM OFFENDER RELATIONSHIP	
	VICTIM OFFENDER RELATIONSHIP	

PRIMARY OFFENSE / INCIDENT TYPE				DOUGLAS COUNTY SHERIFF'S OFFICE PROPERTY CONTROL		CASE NO. 2021-00048304	
REPORTING OFFICER BUXTON, JARRAD						DATE 06/16/2021	
CODE: B-BURNED C-COUNTERFEIT/FORGED D-DESTRUCTION E-EVIDENCE F-FOUND G-DAMAGED/DESTROYED/VANDALIZED L-LOST N-NONE R-RECOVERED K-SAFEKEEPING SZ-SEIZED S-STOLEN T-STOLEN/RECOVERED							
	CODE	QTY	COLOR	TYPE	SERIAL #	VALUE	SPECIAL HANDLING
	DESCRIPTION						
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	CODE	QTY	COLOR	TYPE	SERIAL #	VALUE	SPECIAL HANDLING
	DESCRIPTION						



4000 Justice Way
Castle Rock, CO 80109
(303) 660-7505

CASE NO.

2021-00048304

PRIMARY OFFENSE / INCIDENT TYPE

INC-OTHER NON-CRIMINAL

CASE NARRATIVE

REPORTING OFFICER

BUXTON, JARRAD

DATE SUBMITTED

06/16/2021

APPROVING SUPERVISOR

DUFFY, MICHAEL BRIAN 06/16/2021

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On 06/16/2021, at approximately 1347 hours, I was advised by Dispatch of a possible downed airplane in the area of Hess Rd, and Havana St. Multiple LEO's drove the area and were able to pin point to the location of the crash, in a large open field to the east of 10014 S. Havana St, Parker CO 80134, located in unincorporated Douglas County CO.

Upon arrival, there were multiple Fire Department units on scene who were in the process of putting out several grass fires as well as the main fire coming from the aircraft. Written statements had been passed out to three construction workers who were on scene at the time of the crash. I spoke with the parties and they all stated the same thing, the workers told me the following information: (paraphrased)

They were working on the East/West trail that runs directly underneath the power lines. At approximately 1545 hours, the men heard a low flying plane above them. As the men looked up, they saw a small propeller plane whose left wing hit the power line. The plane appeared to "explode" and catch on fire before falling straight into the hillside. The initial collision created several small fires along the trail and the hillside, the men used handheld fire extinguishers to try to put out some of the fires. All three parties completed written statements, which will be attached to this report.

While on scene, other resources arrived, I met with the operations supervisor for Centennial airport identified as Derald Shaw [REDACTED]. Derald was working with Centennial airport as well as coordinating with the FAA. Derald was able to provide the tail number for the aircraft "704AK" and that the plane had taken off from Neosho, Missouri earlier this afternoon. Some time later Derald provided me with possible identification for the deceased parties, he believed the parties to be Andy and Kathy Velazco. He stated this plane was a regular at Centennial airport and it was usually a husband and wife who flew together. Some time later Derald provided me contact information for a party identified as Kari Velazco [REDACTED]. Keri had been calling into Centennial airport request information about her parents' plane and was concerned about an alert she received from her mother's apple watch. Keri also stated that she checked local news outlets in Colorado and heard there was recently a plane crash in Lone Tree.

I called and spoke with Kari, she told me that her parent's names were Kathleen Velazco [REDACTED] and Antenor Velazco [REDACTED]. Upon confirming the identification of the parties, I explained to her that both her parents and their dog had been killed in the crash. Kari stated that she and her parents live in Atlanta, Georgia this morning she spoke with her parents who were getting ready to come to their second home in Colorado. They left this am at approximately 0930 hours. She was contacted by her mother when they stopped in Missouri to have lunch and refuel, which was at 1259 hours, the plane took off again at 1315 hours from Neosho MO. At approximately 1345 hours she received an emergency notification from her mother's apple watch that read "S.O.S Hard Fall". After she received that alert, she checked the "flight aware" app her family uses, which showed that her parents had landed at Centennial airport. She tried to call her parents phones but was unsuccessful. She then called Centennial airport to check the status on her parent flight but, was told by staff that they could not provide her any information at this time. She checked some of the media outlets and saw there was a plane crash that had just happened in Lone Tree CO, not far from Centennial airport. Kari stated that her mother would have been flying the plane and her father would have been in the passenger seat, and they would have been occupied by their dog. Kari declined any calls from the VA at this time and was provided with the case report number and information on how to contact the coroner and follow up with the office

PRIMARY OFFENSE / INCIDENT TYPE INC-OTHER NON-CRIMINAL		DOUGLAS COUNTY SHERIFF'S OFFICE WITNESS LIST SUBJECTS		CASE NO. 2021-00048304	
REPORTING OFFICER BUXTON, JARRAD				DATE 06/16/2021	

INVOLVEMENT WITNESS		NAME SEUDDER, TANNER BRANT			DOB [REDACTED]	AGE 17
RACE SEX HEIGHT WH M 61 -	WEIGHT -	HAIR BRO	EYES BRO	DRIVERS LIC. NO. / STATE CO		
RESIDENCE ADDRESS [REDACTED] BERTHOUD, CO 80513-					PRIMARY PHONE [REDACTED]	
E-MAIL ADDRESS					OTHER PHONE	
EMPLOYER / SCHOOL TYPE		EMPLOYER / SCHOOL NAME		OCCUPATION		
EMPLOYER / SCHOOL ADDRESS					BUS. PHONE	
WITNESS CAN TESTIFY TO: WITNESS						

INVOLVEMENT SUBJECT		NAME CADY, MATTHEW J			DOB / /	AGE
RACE SEX HEIGHT WH M -	WEIGHT -	HAIR	EYES	DRIVERS LIC. NO. / STATE CO		
RESIDENCE ADDRESS [REDACTED] DENVER, CO 80249-					PRIMARY PHONE [REDACTED]	
E-MAIL ADDRESS [REDACTED]					OTHER PHONE [REDACTED]	
EMPLOYER / SCHOOL TYPE EMPLOYER		EMPLOYER / SCHOOL NAME FEDERAL AVIATION ADMIN		OCCUPATION GOVERNMENT		
EMPLOYER / SCHOOL ADDRESS [REDACTED] DENVER, CO					BUS. PHONE	
WITNESS CAN TESTIFY TO: FAA INSPECTOR						

INVOLVEMENT SUBJECT		NAME HODGES, MIKE J			DOB / /	AGE
RACE SEX HEIGHT WH M -	WEIGHT -	HAIR	EYES	DRIVERS LIC. NO. / STATE CO		
RESIDENCE ADDRESS 4760 OAKLAND ST 500 DENVER, CO 80239-					PRIMARY PHONE [REDACTED]	
E-MAIL ADDRESS [REDACTED]					OTHER PHONE [REDACTED]	
EMPLOYER / SCHOOL TYPE EMPLOYER		EMPLOYER / SCHOOL NAME NTSB		OCCUPATION GOVERNMENT		
EMPLOYER / SCHOOL ADDRESS 4760 OKLAND ST 500 DENVER, CO					BUS. PHONE	
WITNESS CAN TESTIFY TO: NTSB INVESTIGATOR						

INVOLVEMENT SUBJECT		NAME SHAW, DERALD LEE			DOB [REDACTED]	AGE 35
RACE SEX HEIGHT WH M 57 -	WEIGHT 165 -	HAIR SDY	EYES HAZ	DRIVERS LIC. NO. / STATE [REDACTED] CO		
RESIDENCE ADDRESS [REDACTED] CENTENNIAL, CO 80122					PRIMARY PHONE [REDACTED]	
E-MAIL ADDRESS [REDACTED]					OTHER PHONE [REDACTED]	
EMPLOYER / SCHOOL TYPE EMPLOYER		EMPLOYER / SCHOOL NAME CENTENNIAL AIRPORT		OCCUPATION OWNER MANAGEMENT		
EMPLOYER / SCHOOL ADDRESS [REDACTED] ENGLEWOOD, CO					BUS. PHONE	
WITNESS CAN TESTIFY TO: CENTENNIAL AIRPORT OPERATIONS SUPERVISOR						

INVOLVEMENT LE OFFICER		NAME BUXTON, JARRAD			DOB / /	AGE
RACE SEX HEIGHT -	WEIGHT -	HAIR	EYES	DRIVERS LIC. NO. / STATE CO		
RESIDENCE ADDRESS 4000 JUSTICE WAY CASTLE ROCK, CO 80109-					PRIMARY PHONE [REDACTED]	
E-MAIL ADDRESS					OTHER PHONE [REDACTED]	
EMPLOYER / SCHOOL TYPE		EMPLOYER / SCHOOL NAME		OCCUPATION		
EMPLOYER / SCHOOL ADDRESS					BUS. PHONE	
WITNESS CAN TESTIFY TO: AUTHORED REPORT						

CASE NARRATIVE CONTINUATION

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should she need any assistance.

While assisting at the scene I took various photos which will be uploaded to evidence.com. While examining the scene a small chrome Kahr 9mm handgun was found lying in the ground, the gun had a loaded magazine and an empty chamber, the serial number (VC1269) was cleared and listed no record the gun, the gun was collected and booked into evidence. Information was collected for the investigators from both the FAA and NTSB. They advised that they would be sending a salvage company to the scene tomorrow morning to remove the wreckage. The DCSO coroners arrived on scene, the scene was processed and photographed, at this time the coroner took possession of both deceased parties as well as their dog.

I remained on scene of the crash as a security measure until I was relieved by Deputy Alvis, who will be staying with the wreckage until tomorrow morning.

My body worn camera was activated at the time of this incident and may contain statements and details that are not reflected in this report.

Attachments:

- BWC
- Photos
- Written statements x3
- Evidence receipt

Nothing further

J. Buxton 

(MAINTENANCE)



DOUGLAS COUNTY

SHERIFF

★ Service Excellence ★

4000 Justice Way
Castle Rock, CO 80109
(303) 660-7505

STATEMENT FORM

CR# 2021-00048304

Name (Last, First, Middle) <u>Sudder Tanner Brand</u>			Home Address (Include City and ZIP) <u>Berthoud</u> <u>80513</u>						
Home Phone # <u>[REDACTED]</u>		Mobile Phone # <u>[REDACTED]</u>		Other Contact# <u>[REDACTED]</u>		Email Address <u>[REDACTED]</u>			
Date of Birth <u>[REDACTED]</u>	Race <u>white</u>	Sex <u>M</u>	Height <u>6'10</u>	Weight <u>260</u>	Eyes <u>Brown</u>	Hair <u>Brown</u>	Social Security# <u>[REDACTED]</u>	Driver's License# <u>[REDACTED]</u>	DL State <u>[REDACTED]</u>
Occupation <u>[REDACTED]</u>			Business/School Name & Address (Include City and ZIP) <u>[REDACTED]</u>					Business/School Phone # <u>[REDACTED]</u>	

Narrative

Gary, Kyle, and I were working on building a Rail under the power lines and ~~the~~ we heard a plane flying really low and looked up and saw the plane hit the power lines. ~~that~~ It exploded right above our heads and saw the plane dive straight down. as soon as the plane hit the ground we started running up the hill away from the power lines.

RECEIVED

JUN 17 2021

RECORDS

Signature <u>[REDACTED]</u>	Date/Time <u>6/16/21</u> <u>WSTB</u>	Obtained by: <u>[REDACTED]</u>	Page <u>1</u> of <u>1</u>
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1:50-7:00



4000 Justice Way
Castle Rock, CO 80109
(303) 660-7505

STATEMENT FORM

CR# 21-48304

Name (Last, First, Middle) <u>NELSON GARY</u>				Home Address (Include City and ZIP)					
Home Phone #		Mobile Phone #		Other Contact#		Email Address			
Date of Birth	Race	Sex	Height	Weight	Eyes	Hair	Social Security#	Driver's License#	DL State
Occupation			Business/School Name & Address (Include City and ZIP)					Business/School Phone #	

Narrative

PLANE FLYING EAST BANKING LEFT TO
THE NORTH WING CLIPPED POWER LINE
PLANE WENT STRAIGHT DOWN INTO SIDE
OF HILL AND EXPLODED!

Signature	Date/Time	Obtained by: <u>J. Buxton</u>	Page <u>1</u> of <u>1</u>
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DOUGLAS COUNTY

SHERIFF

Service Excellence

4000 Justice Way
Castle Rock, CO 80109
(303) 660-7505

STATEMENT FORM

CR# 21-48304

Name (Last, First, Middle) <u>KEGAN KYLE LOVELL</u>			Home Address (Include City and ZIP) <u>[REDACTED] DR</u>						
Home Phone #		Mobile <u>[REDACTED]</u>	Other Contact#		Email Address				
Date of Birth <u>[REDACTED]</u>	Race <u>W</u>	Sex <u>M</u>	Height <u>6,1</u>	Weight <u>170</u>	Eyes <u>Blue</u>	Hair <u>blond</u>	Social Security#	Driver's License#	DL State
Occupation			Business/School Name & Address (Include City and ZIP)					Business/School Phone #	

Narrative

Gary, Lyle and Tanner were working on building a rail under the power lines and we heard a plane flying really low and I looked up and saw the plane hit the power lines it exploded right above our heads and saw the plane drive straight down as soon as the plane hit the ground we started running up the hill away from the power lines.

Signature <u>[REDACTED]</u>	Date/Time <u>6/16/21</u>	Obtained by: <u>1756 2:00</u>	Page <u>1</u> of <u>1</u>
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RECORD OF CONVERSATION

Michael J. Hodges
Air Safety Investigator
Central Regional Office
Office of Aviation Safety
National Transportation Safety Board

Date: 07/14/2021

Person Contacted: Kari Velazco (Daughter of the two pilots of N704AK)

NTSB Case Number: CEN21FA272

Narrative:

The following is a synopsis of the information provided by Kari Velazco to the NTSB investigator-in-charge, via a telephone conversation.

- Her mother, Kathleen, was the pilot of N704AK. She sat in the left seat and flew the airplane.
- Her father, Antenor, was the copilot of N704AK. He sat in the right seat, he made the radio calls, and would assist Kathleen.
- Both of her parents were medical doctors.
- Neither of her parents used any types of drugs or had any issues with sleep or fatigue.
- Both of her parents rarely drank alcohol and neither used tobacco products.
- Both of her parents drank 1-2 cups of coffee a day, both lived active lifestyles, both exercised daily, and both were in perfect health.
- Neither of her parents had reported any concerns with flying or with the airplane.
- The accident occurred on Wednesday, 06/16/2021. On Tuesday, 06/15/2021, her father was doing errands around the house and her mother was working. Her mother's working hours varied as she was a medical doctor.
- On Monday, 06/14/2021, her father was doing errands around the house and her mother was working. Her mother's working hours varied as she was a medical doctor.
- On Sunday, 06/13/2021, it was a relaxing family day on the lake. Kari was with her parents that day relaxing.

Nothing Follows

Kari Velazco

Smyrna, GA 30080

July 19, 2021

Delivery Method: Email to [REDACTED]

National Transportation Safety Board (NTSB)
490 L'Enfant Plaza SW
Washington, DC 20594
ATTN: Michael Hodges

RE: N704AK Accident on June 16, 2021
Antenor Velazco, MD
Kathleen J. Hartney-Velazco, MD

Dear Michael Hodges,

This letter is a follow up to the call we had on Wednesday July 14, 2021, regarding the activities my parents did prior to their unexpected passing on June 16, 2021.

Both of my parents are physicians in the Atlanta area; my father recently retired in March 2021 from orthopedic surgery and my mother was still working as an anesthesiologist. They both ate healthy, exercised daily, were nonsmokers and only drank alcohol at social gatherings, which was at most, one glass of wine. My parents completed marathons, ultramarathons, and my father an Ironman. They were the epitome of healthy.

On Saturday, June 12, 2021, I was with my parents and a family friend from about 8am until 2 or 3pm in the afternoon. Due to my father recently retiring, we spent Saturday morning moving furniture and other office supplies out of his office and moving them to my home. After we moved furniture to my house, we went to lunch and my parents went back to their home.

On Sunday June 13, 2021, I went down to my parent's house (they live on a lake) and spent the day on the lake relaxing and enjoying the day. It was a day for us to relax, let the dogs run and swim and spend time together.

On Monday June 14, 2021, and Tuesday June 15, 2021, my mother was working. She owns her own anesthesia group that provides services around the Atlanta area for outpatient surgery centers. My father is retired, so I am not sure what he was doing specifically. He most likely was running errands for my mom, working in the garage/yard or possibly at their hanger.

I played phone tag with my mom on Monday and Tuesday, but we texted when we were free. I spoke to my Dad on Tuesday 6/15/21 to discuss items with closing his medical practice. I texted with both parents later that evening.

Kari Velazco

Smvrna, GA 30080

On Wednesday June 16, 2021, my siblings and I received our normal texts from my mom when they travel. Regardless of how the travel, whether flying themselves or on Delta, she always texted when they departed and landed. Events below are what transpired that day.

- Received text at 9:45am EST stating they were "leaving soon, love you"
- At 12:58pm EST received text stating "Hi from Neosho, MO"
- There was some small text exchange between me and my mom about me tracking their flight on flight aware, like I always do.
- Shortly after my mom texted "Off to KAPA in a few minutes" (I do not have the time this came through on my cell. I can check my iPad if needed for a time)

Around 4:45pm EST, I called my mom to see how her day was going. When she travels, she forwards her calls to her office manager, Jan Kersey. Jan answered and I advised Jan I forgot they were flying, and I would talk to Mom shortly. Jan then mentioned a coworker got a text from my mom's apple iWatch stating hard fall. Jan told me she checked flight aware and shows they landed so she did not think anything of it. I mentioned to Jan it was probably a false alarm given my Dad had sent an SOS text about 3 weeks ago from his iPhone about a fall and it was a false alarm also. I checked flight aware and showed they were on the ground and told Jan the same.

I then I texted my mom at 5pm EST asking, "where is our landed in KAPA text" My brother Alec followed saying they had only been on the ground for about 2 minutes. I advised him per what I was seeing on flight aware they had been on for at least 30 or 40 minutes.

Several minutes later, I called my Dad's cell with no answer. My sister in the law, Mayghan, suggested I call Centennial Airport directly. I googled the number and an article popped up stating something like small airplane crash, one dead, near centennial..... I knew then it was bad.

I called Centennial, told them who I was, the tail number, and the company name the plane is registered to; I was placed on hold for about 10 minutes.... Again, I knew this was too long of a hold time from prior calls I have made in the past, the rep took my name and number down and said she would call back.

Jan called me back (while I was on hold with centennial) to say she just had a call from a reporter wanting a statement from my mother, who was the owner of N704AK. I wanted the number to call back, but Jan again said reporter.....I registered this and said no I do not want the number.....again another bad sign my parents were gone.

I called my younger sister, Katie, and younger brother, Alec, to explain what I was finding. When we hung up, Katie called a flight instructor friend, and I did the same. While I was speaking with the friend, I got the call from the sheriff who was at the crash site. He confirmed what I already knew, my parents were dead. I advised that the plane had both my parents and a dog on board and that my mom was the one flying. Within 5 minutes the news article was updated to say 2 individuals deceased and 1 dog dead.

Kari Velazco

Smyrna, GA 30080

After the call with the Sheriff, I called my younger two siblings back to inform them. My younger siblings called our older siblings, so I could start contacting extended family.

Several hours later I received a call from the coroner letting me know the steps that would be taken, autopsy, toxicology, etc. Later in the evening I was sent a news article that had my father stating auto pilot failire and going back to land. Personally, I am appalled that someone from the tower or wherever released/sold the audio within less than 8 hours of their passing.

Based on the years I have traveled with my parents, none of the information provided so far makes any sense.

IF you need anything further from me, please feel free to contact me at [REDACTED]

Sincerely,

[REDACTED]
Kari Velazco



RECORD OF CONVERSATION

Michael J. Hodges
Air Safety Investigator
Central Regional Office
Office of Aviation Safety
National Transportation Safety Board

Date: 09/16/2021

Person Contacted: Tim Plunkett (President and Chief Pilot of Evolution Flight Services)

NTSB Case Number: CEN21FA272

Narrative:

The following is a synopsis of the information provided by Tim Plunkett to the NTSB investigator-in-charge, via a telephone conversation.

- Tim is the president and chief pilot of Evolution Flight Services. Evolution Flight Services provides training for the Lancair Evolution airplane.
 - Kathy Velazco was the vice president of Evolution Flight Services.
 - Tim handled all the training and Kathy handled all the records and ran the business aspects of the company. Tim is based in Florida and Kathy was based in Georgia.
 - Kathy kept all the company training records on her personal computer and Tim doesn't have access to those records.
 - Tim signed Kathy off as a Lancair Evolution pilot about 3-4 years ago. Kathy was a great pilot who had good stick and rudder skills, decision-making skills, and instrument flight rules (IFR) skills. She was one of the best pilots he had trained.
 - Antenor Velazco was not certified to fly the accident airplane. Tim would not allow Antenor to be signed off to fly the accident airplane. Antenor had okay stick and rudder skills. Antenor's decision-making skills and IFR skills were not acceptable.
 - Kathy and Antenor had flown into the accident airport multiple times over the years and were familiar with the airport, the instrument approaches, and the operating area.
- ***Nothing Follows***



National Transportation Safety Board Aviation Accident Final Report

Location:	Covington, Georgia	Accident Number:	ERA11CA343
Date & Time:	June 14, 2011, 14:24 Local	Registration:	N6026P
Aircraft:	Cessna 172S	Aircraft Damage:	Destroyed
Defining Event:	Loss of control in flight	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

According to the solo student pilot, the purpose of the flight was to practice takeoffs and landings. He departed his home airport, and flew a short distance to practice at the accident airport where he completed six uneventful takeoffs and landings. The pilot then configured the airplane for a short field takeoff and applied takeoff power. He said the airplane lifted from the runway at 50 knots, he pushed the nose down, and the right wing "suddenly lifted up." The airplane diverted 45 degrees to the left of the runway and the pilot elected to abort the takeoff. During the aborted takeoff the left wing and left main landing gear struck the ground and the airplane rotated 180 degrees. The airplane came to rest facing opposite the direction of travel, with the left wing separated, and a postcrash fire ensued. After the accident, the pilot reported that there were no deficiencies with the performance and handling of the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control during takeoff.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Incorrect action performance - Student/instructed pilot

Factual Information

History of Flight

Takeoff	Loss of control in flight (Defining event)
Takeoff-rejected takeoff	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Student	Age:	63,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	June 16, 2010
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	142 hours (Total, all aircraft), 142 hours (Total, this make and model), 10 hours (Pilot In Command, all aircraft), 58 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6026P
Model/Series:	172S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	172S10204
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	May 11, 2011 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	12 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1972 Hrs as of last inspection	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360-L2A
Registered Owner:		Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	LZU, 1062 ft msl	Distance from Accident Site:	22 Nautical Miles
Observation Time:	14:45 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Few / 8000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	32° C / 13° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Covington, GA (9A1)	Type of Flight Plan Filed:	None
Destination:	Covington, GA (9A1)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Convington Municipal Airport 9A1	Runway Surface Type:	Asphalt
Airport Elevation:	809 ft msl	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	5500 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.62611,-83.841667(est)

Administrative Information

Investigator In Charge (IIC):	Rayner, Brian
Additional Participating Persons:	Conrad Mora; FAA/FSDO; Atlanta, GA Jon Flynn; FAA Atlanta FSDO; Atlanta, GA
Original Publish Date:	September 19, 2011
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=80764

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).