



**Providing Controllers For The Next Generation**

Date: December 11, 2012  
To: Lowndes County Sheriff's Office  
From: Valdosta ATCT  
Subject: Statement of Services Rendered  
Aircraft Call Sign: N840DS

This statement covers Valdosta Tower communications with N840DS for the time period from December 10, 2012 at 0035UTC (7:35pm) to December 10, 2012 at 0042UTC (7:42pm).

On December 10, 2012 at 0035UTC (7:35pm) the pilot of N840DS advised Valdosta tower that he was ready to taxi for departure. N840DS was issued the current weather information and taxi instructions to the active runway. N840DS advised he was departing east to Jesup, Georgia. At 0039UTC (7:39pm), the pilot of N840DS advised ready for departure was issued the current wind information and a takeoff clearance. At 0042UTC (7:42pm), the pilot of N840DS was advised to squawk beacon code 1200 and was advised that he could receive VFR (Visual Flight Rules) advisory service with Moody RAPCON (Radar Approach Control) on frequency 126.6. At that point the pilot of N840DS stated that he was changing to frequency 126.6 for advisory service. This was the last contact that Valdosta Tower had with N840DS. All services provided by Valdosta Tower were normal, and there were no other pertinent transmissions.

Arthur E. Smith  
Tower Supervisor  
Valdosta Tower

**Fw: Per your request**

Michael A Pupek

01/10/2013 11:23 AM

-----Forwarded by Steven L Davidson/ASO/FAA on 01/10/2013 11:22AM -----

To: [REDACTED]  
From: Steven L Davidson/ASO/FAA  
Date: 01/10/2013 11:21AM  
Subject: Fw: Per your request

-----Forwarded by Steven L Davidson/ASO/FAA on 01/10/2013 11:21AM -----

To: Steven L Davidson/ASO/FAA  
From: Olin Calicutt [REDACTED]  
Date: 12/14/2012 11:25AM  
Subject: Per your request

Mr. Davidson,

Per your request, my Monday evening went as follows:

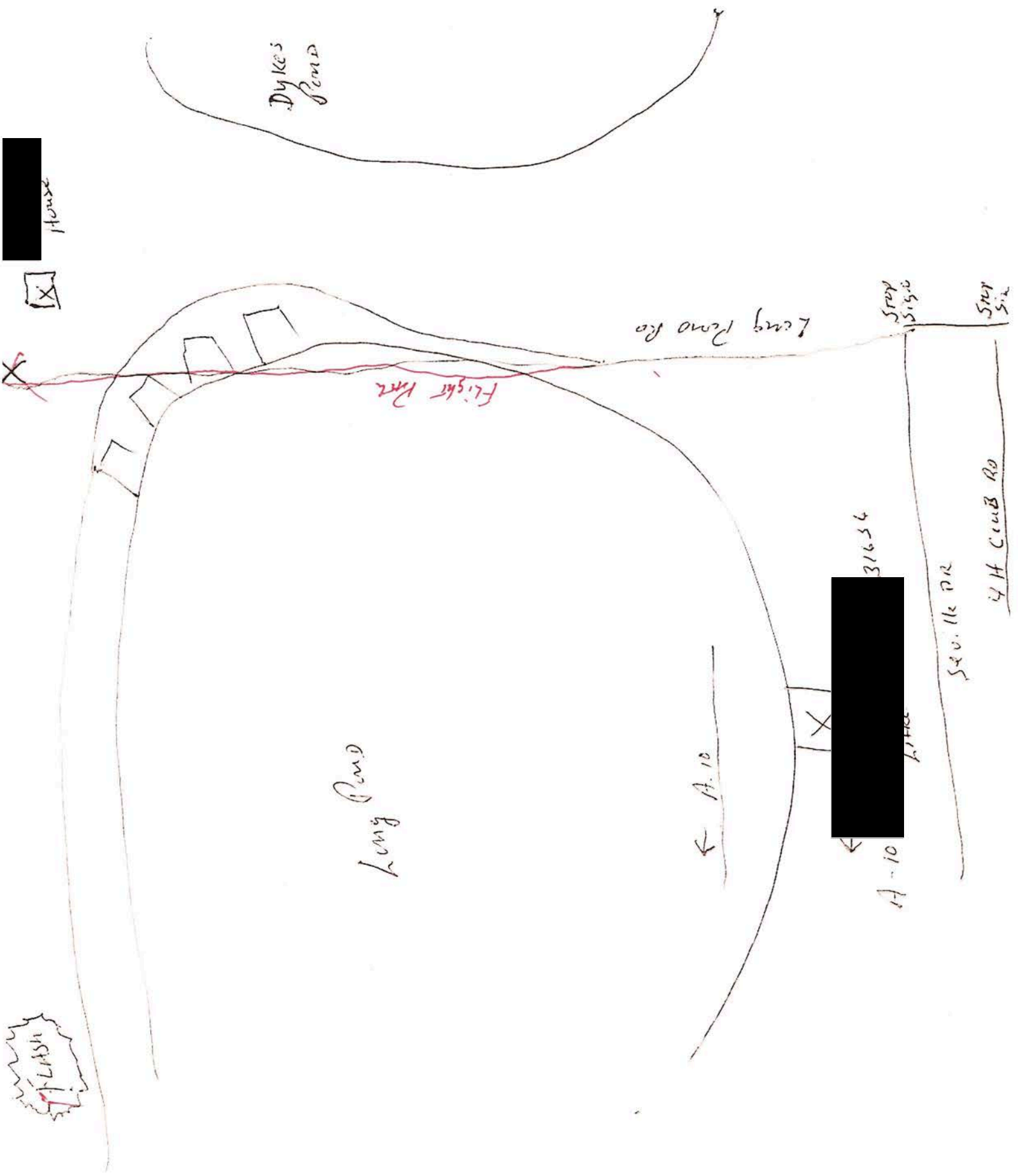
At approximately 8:10-8:20pm, I stepped out on the back porch. I heard A-10's (2) flying lower than usual. One flew on front side of the house, one over back of the house (lake side). The planes were not visible due to some fog. Approximately 15-20 seconds later, I heard a small engine (single) aircraft going from west to east at a high rate of descent. I could not believe I was actually this. I saw the direction and descent of the plane, and marked a spot in my mind to help recognize and relocate the aircraft. Then I heard the crash. I ran and got a flashlight and canvased the neighborhood looking for the plane. I observed no one else outside of homes and no smoke. I looked approximately 20 minutes and returned home. When I got home, I received a phone call from a friend who lives in Lake Park also. She told me police were over in her neighborhood with rescue and fire trucks looking for a crashed plane. I talked to police over the phone (Mr. David Kinsey of Lake Park Police Dept) and told them to come to my house and I would redirect them to the scene. I did so. They were unable to locate plane due to rough terrain and fog. They found the plane in the same location I put them in the previous night.

If you have any questions, please feel free to call me at [REDACTED]

Lish

X

House



Dykes Pond

Long Pond

Flight Rte

Long Pond Rd

← A-10

31636

← A-10

Sev. 112 DR

Sev. 112 DR

4 H Club Rd

Sev. 112 DR

Fw: Rick Poppell

Michael A Pupek

01/10/2013 11:23 AM

-----Forwarded by Steven L Davidson/ASO/FAA on 01/10/2013 11:23AM-----

To: [REDACTED]  
From: Steven L Davidson/ASO/FAA  
Date: 01/10/2013 11:20AM  
Subject: Fw: Rick Poppell

-----Forwarded by Steven L Davidson/ASO/FAA on 01/10/2013 11:20AM-----

To: Steven L Davidson/ASO/FAA  
From: "David Herrin" [REDACTED]  
Date: 12/15/2012 11:40AM  
Subject: Rick Poppell

Steven,

Subsequent to our conversation on 12/12/12, the following statement details my experience with Rick's competency as a pilot.

Rick Poppell began renting N840DS November 2011 on a per hour basis dry with no written agreement. Rick, myself, and another pilot were the only ones flying this aircraft. Both pilots were recommended by local credible sources. No other pilots were allowed to fly. As a condition stipulated by the insurance company, both pilots were required to fly with a CFI and endorsed as competent to fly the DA40.

Rick submitted monthly trip reports to Trinity Equipment, LLC along with payment for hours or use. Trinity Equipment, LLC has three members myself and my two children [REDACTED] and [REDACTED]. I am the managing partner. As of the end the last submission November 2012 by Rick he had a total of 103 hours in N840DS.

During the time he rented the aircraft I did not have any reason to believe he was not competent as a VFR pilot. He was very detailed and would report any anomaly with the aircraft as I was responsible for all maintenance. On several occasions, he would not fly until an issue was resolved, IE... low battery condition, strobe light not working, starter issue. He had begun his instrument training but I am not sure the status of this. Additionally, I believe family members flew with him on several trips which indicated to me his confidence in his abilities.

From my perspective, he demonstrated competency to fly the airplane in VFR conditions.

If you need additional information, please contact me.

Best regards,  
David

David R. Herrin

[REDACTED]

Patterson, GA 31557-0477

[REDACTED]

[REDACTED]



## RECORD OF CONVERSATION

**Todd Gunther**  
**Air Safety Investigator**  
**Eastern Region**

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**Date: January 22, 2013**  
**Person Contacted: Cathy Poppell (Spouse)**  
**NTSB Accident Number: ERA13FA083**

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Mrs. Poppell was interviewed over the telephone.

According to Mrs. Poppell, Her husband would fly in support of his pumpkin and Christmas tree business, and would fly to several different locations.

He had Type II Diabetes but it was controlled orally and his FAA doctor was aware of it. He would eat pretty well but was watching his weight, and would take an aspirin once a day. She was not aware of him being on any other prescription or over the counter medications.

He also slept well and did not have any type of sleep apnea, nor was he allergic to anything. He would wear glasses for reading.

Over the last year he had not developed or shown signs of any other health problems. He did not have any heart or circulatory problems and he had good balance.

She had talked with him before the accident flight and he was in good spirits.