



MEMORANDUM OF RECORD

Shawn Etcher
Air Safety Investigator
Eastern Region Aviation

January 20, 2015

Subject: Witness Telephone Interview

Persons on Telephone Call: Mr. Bill Nolen and Shawn Etcher (self)

Mr. Nolen was asked to describe what he could recall and he stated the following:

- He had been watching demonstrations in the staging area
- He had watched several that morning
- He observed the accident airplane start the engine
- He noted it appeared to be at "full speed"
- The airplane "tipped" onto its nose and then came down striking the tail of the airplane on the parking ramp
- The pilot exited the airplane and walked to the back
- The pilot then walked back to the cockpit started the airplane and taxied out
- He did not see the pilot look on the underneath side of the tail, he just walked to the back of the airplane and "briefly looked" at the airplane before he walked back to the cockpit
- He did not observe the airplane takeoff nor the accident

-END-

Etcher Shawn

From: Mammen Ryan (Contractor)
Sent: Saturday, January 17, 2015 5:38 PM
To: Etcher Shawn
Subject: Witness Caller - ERA15FA102 - Aventura II (N511DS) - Sebring, FL

Date & time of call: 1/17 @ 11:05 AM EST

Name of caller: Bill Nolen

Telephone number: [REDACTED]

Email: [REDACTED]

Information from caller:

Event(s) witnessed: Mr. Nolen was watching demos in the staging area at the airport when he witnessed the Aventura II start up its engine. He noticed and thought it unusual that when the engine started it seemed to be at full speed. Upon engine start up the aircraft tipped up on its nose and then came back down hard on its tail. Mr. Nolen did not witness the aircraft takeoff or the crash, but thought what he saw could be related to the accident.



MEMORANDUM OF RECORD

Shawn Etcher
Air Safety Investigator
Eastern Region Aviation

January 17, 2015

Subject: Witness Statements

Persons at Discussion: Detective Melanie Kelly (Highlands County Sheriff's Office), Mike Willingham (Executive Director Sebring Regional Airport) and Shawn Etcher (self)

Detective Kelly reported and Mr. Willingham confirmed the following:

- Numerous witnesses observed the accident
- There are some witness videos available however unsure of the quality
- Numerous witnesses observed the airplane strike the tail on engine start
- A witness observed what was noted as the "tail appeared to flutter" in the area of the elevator prior to impact
- A witness audible observed the engine "cut out or reduced power" just prior to impact
- The Sheriff's Deputies took some statements but due to IT being off those would not be available for a few days
- No one has reported seeing either occupant drinking prior to the accident
- The airshow is ending today and the witnesses are likely to be headed home
- Not sure if any of the contact information was gathered from the eyewitnesses

-END-

WY-1450Z10 BLN 240VC 10 540113

Cherry King-FAA

N511DS - Ventura

- Departed RWY 35 for the Eppa Pattern @ 1055 AM, (1555 UTC).
- A/C Crashed ~~at~~ the Approach end of RWY 14/32, NOSE IN. @ 1100 AM (1600 UTC)
- Emergency Vehicle Rotten @ 1100:30
- Emergency Vehicle Arrived within 2mins

• @ Accident

- Airport closed @ 11:01 AM 1601 UTC

- ^{FAA 1600} ^{NOTIF} ^{NOTIF} ^{NOTIF} ^{NOTIF} @ 11:15 AM 1615 UTC

• ^{Emergency} ^{IC} Cnpt Labele [REDACTED] Airport Open 1705 UTC

- EMA NOTIFIED RWY 01/19 open for A/C -

Written by George Zline, AirBoss, Inc. CU 011615

APPROXIMATELY 11:00 AM.

I WAS WORKING DEMO PATTERN RWY 35.
N511DS (DEMO 4) WAS FLYING IN THE PATTERN,
JUST MADE A LOW APPROACH RWY 35. I
WATCHED THE AIRCRAFT CLIMB TO ABOUT
300-400 FEET AND START TO MAKE A
LEFT TURN FOR HIS TEARDROP TURN
BACK TO THE RUNWAY. I TURNED MY
ATTENTION TO THE RUNWAY TO CHECK
FOR TRAFFIC. I HEARD OVER THE FREQUENCY
"OH [REDACTED]", AND TURNED TO SEE THE
AIRCRAFT HAD CRASHED INTO THE GROUND
NEAR THE APPROACH END OF RUNWAY 14.

WEATHER - 36013 10 10 BKN 24 OVC 013

JON PAWELKOP
[REDACTED]
[REDACTED]

AT APPROXIMATELY 1600Z, I OBSERVED THE
AIRCRAFT START A LEFT SPIRALING
TURN FROM APPROXIMATELY 300 TO 400
FT. AGL AND VERTICALLY IMPACTED
THE GROUND NOSE FIRST


