

[REDACTED] [REDACTED]
[REDACTED] [REDACTED]
[REDACTED] [REDACTED]
[REDACTED] [REDACTED]

[REDACTED]

See corrected version of email from witness.

Thanks!

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Thursday, March 24, 2016 7:41:50 PM
To: [REDACTED]
Subject: [REDACTED]

I did correct a couple of typos but the rest stayed the same. I am scheduled to get the FAA Wright Award at the Sun and Fun Show in Lakeland in April.

[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: Thursday, March 24, 2016 5:58 PM
To: [REDACTED]
Subject: [REDACTED]

Thanks [REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Thursday, March 24, 2016 5:26:05 PM
To: [REDACTED]
Subject: [REDACTED]

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: [REDACTED]

Investigator, NTSB or FAA:

I am a former FAA inspector and accident investigator.
On 12/17/2015 I was the last flight instructor to leave from the Orlando Apopka Airport and waited to close up because a young female was waiting for her cousin to fly in and pick her up. At around 5pm N77BP a green and cream RV-4, she called Sweet Pea, flew in from the north and landed. She had been watching him on her I-Phone and remarked that he had to fly from

Mississippi along a line of weather and finally get through the weather near Atlanta, Georgia. After looking at the weather myself, I thought it was fool hearty for anyone to try and penetrate that line of weather, but held my remarks so as not to scare her. Her name was Maitland Harvey, and 18 year old female just starting college. Having three daughters myself, I kind of took her under my wing and didn't want her waiting outside until he arrived. He made a couple of inbound radio calls on the CTAF before landing and then taxied N77BP to the fuel pumps. As he was refueling the plane I locked up, walked up, and started talking with him. He told me he was a Naval Aviator and instructor out of Mississippi, on the S-2 Trackers and had plenty of time in this aircraft. I looked it over and it did look well built. He said he bought it from a person who had upgraded to another aircraft. I remarked that the weather was really bad along a line from just west of Tallahassee and to the northeast to which he agreed. He had an iPhone Size GPS in his dash and I expected him to be checking weather more before he left. His route of flight was going from X04 to OCF to TLH and beyond. I left the airport while they were finishing up refueling. He was in a hurry. She was getting in the back seat of the RV-4 the last time I looked.

Since he was a Naval Aviator and S-2 Instructor pilot I figured he knew what he was doing, not take unnecessary chances, and would not try to penetrate the storm areas especially in the dark. Had he been a less qualified pilot, I would have taken him back inside and gone over the weather in detail with him. I am also a former FAA Flight Service Station Pilot Weather Briefer. From all indications I may have been the last person on the ground to talk with and see these two individuals before their subsequent fatal crash.



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