

FAX SHEET

TO: RAYNER, BRIAN

FROM: TROOPER II J. P. KLETZKE

John.kletzke [REDACTED]

Six Witness statements

Misc info

Cover Sheet and 19 sheets

VIRGINIA STATE POLICE
Witness Statement

Date: 6 JUNE 2016

Name: (Last, First, Middle) HARRELSON, SUSAN

Date of Birth: 6 OCT 1954

OLN/SSN: 2

OLN/SSN: 2
Address: [REDACTED] FREDERICKSBURG, VA 22405

Phone Number:

What time did this incident happen? 17:59 EDT:

What happened; i.e. (who, what, where, when, and how?)

BOBBI BOUCHER, EXPERIENCED PILOT & AIRCRAFT MECHANIC. INTENT WAS A HIGH SPEED TAXI FOLLOWED BY A FIRST FLIGHT. AIRCRAFT HAS ITS AIRWORTHINESS CERTIFICATE. AIRCRAFT WENT AIRBORNE BUT DIDN'T GAIN MUCH ALTITUDE. BOBBI PUT AIRCRAFT DOWN. OPEN AREA

WANT GAIN MUCH ALTITUDE.
IT APPEARED AS IF BOBBI PUT AIRCRAFT DOWN IN OPEN AREA
TO AVOID I-95 TRAFFIC.

Signature: _____

Time:

VIRGINIA STATE POLICE
Witness Statement

Date: 6 JUNE 2016

Name: (Last, First, Middle) BILL HARRELSON

Date of Birth:

OLN/SSN:

Address: 100 AIR PARK BLVD.

Phone Number:

What time did this incident happen? 1759

What happened; i.e. (who, what, where, when, and how?) I OBSERVED THE AIRCRAFT
ON THE RUNWAY. I DID NOT SEE THE INCIDENT OCCUR.

Signature:

Time:

NAME RONALD A. Felt

ADDRESS

[REDACTED] FDBG, VA 22405

PHONES

STATEMENT - This was the 1st flight of
N808DD, TWIN ENGINE VERSION of an
RV8 home built.

BOBBI is AN FAA LICENSED MECHANIC
WITH AN IA AUTHORIZATION. She has
been a mechanic for over 40 years.

I have been helping BOBBI this weekend
to prepare for this flight, double checking
all systems. Every thing was good
to go for the test flight.

I have been a pilot for 50 years and
have my ATP, CFII and 5 Jet Type
Rating. As aviator manager in
Maine China, managed & flew 2
Canadair Challenges all over the world.

My Director of Maintenance was responsible
for the airworthiness of the aircraft, but
ultimately I was also responsible, so
was knowledgeable of mechanical issues

TX

currently living in Petersburg, VA

CAPT DAVID ERCK ~~USMC~~
ARMY

(C) [REDACTED] WITNESS

While SOUTH BOUND on 95,
I witnessed a pilot emergency land
a plane that rolled over.

I then pulled to the shoulder
and ran to the aircraft and was
first on scene. I then
began to dig the pilot "Bobbie"
as fuel was gushing to the
dirt that had buried her
head.

ABOUT 1729

WITNESS

Herley D Giles - Driving Southbound on 95 saw
plane start to dive, then hit the ground
and rolled over, jumped fence to assist.

Fredricksburg, VA 22402

WITNESS

Danielle Burge

Locust Grove VA 22508

Driving on Centerport Pkwy saw the plane
wobbling in the air and crash into
the field.

Knapp

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I am a flight instructor and was teaching a student. We were on short final for Runway 15 when I observed the mishap aircraft taxiing to the departure end of 15. I lost sight of the aircraft as we passed it and landed.

The ^{mishap} aircraft was approximately 300' from the end of 15 at that point. We landed, used the full length of the runway, cleared the runway at the very end, and once clear of the runway we performed our after landing checklist.

~~We then~~ Time was 1728 local. We then were taxiing to the ramp on the taxiway parallel to the runway. I observed the mishap aircraft at approximately 300' of altitude approximately 3/4 of the way down the runway. It appeared to Not be climbing and actually slowly descending. Although I have no way of knowing its airspeed, cont.

Knapp

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it appeared to be slow. I observed a puff of light black smoke behind the aircraft. It was not dark and continuous or indicative of a fire. It appeared light and short, as if there was a mixture or combustion problem. I observed that it was a twin-engine aircraft. Both propellers appeared to be turning but I have no way of verifying or knowing if both engines were producing full power. I observed landing gear down. I was later told it was a fixed gear airplane. I lost sight of the aircraft as it flew by. Within 3-5 seconds I heard someone say on the radio "Bobby crashed" or words to that effect. I saw no smoke and could not see the aircraft when I turned to look
(cont)

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I took off on runway 15
in case the airplane was
in the woods or unobscurable,
to spot and report to someone
on the ground if necessary.
Upon take off I observed
the mishap aircraft off the
end of 15 and slightly to
the right. It was inverted.
I observed no movement from
the aircraft. I observed
someone on foot approaching
the aircraft. As it was
seen, and cars from the
airport, apparently people who
knew the ~~pilot~~ pilot, were en
route, I landed.

Statement made 1840 at
Stafford Airport.

John D. Knapp

6/6/17