



RECORD OF CONVERSATION

Millicent Hill
Aviation Accident Investigator
Eastern Region

Date: April 13, 2017
Person Contacted: Peter Buffington
NTSB Accident Number: ERA17FA148

Narrative:

During a telephone conversation with Mr. Buffington, he stated that was friends with the pilot and was in town visiting for Sun-N-Fun. He had planned to fly with the pilot in N3280M after the accident flight.

He stated the winds were calm, 5-10 knots, sky clear, the day of the accident, and the pilot was physically in good condition. He, the pilot, another friend of the pilots, and his mechanic, moved the airplane out of the hangar. He said the pilot walked around the airplane 3 or 4 times conducting a visual inspection, he stated that he was very meticulous about the airplane. The pilot added 30 gallons of fuel, topping off the fuel tanks.

The pilot had a problem with the radios when calling for a clearance, the mechanic crawled under the airplane and through a service panel, connected a wire that was disconnected. The radios then worked when tested.

He said the pilot taxied out and waited about 5 to 10 minutes before he taxied onto the runway. Mr. Buffington stated that he walked to a grassy area north of the fuel pumps near the taxiway.

He stated the takeoff was normal, acceleration was good, rotation was normal, then half a second later the nose pitched up, "it was like someone took the control yoke full aft." He reported the airplane stalled and fell to the right, impacted nose low, both wings broke forward, and it rolled inverted. He called 911 and saw smoke coming from the airplane. He saw two people from a 172 that got out of their plane and ran over to provide assistance.

He said he thought the pilot reduced power after the nose pitched up, that the airplane fell gently before it impacted the ground. He thought that it was possible that the pilot's seat back gave out, putting aft pressure on the rear control stick.

He stated it did not seem like he was not fighting the controls, that it seemed there was something mechanically that he could not overcome.



RECORD OF CONVERSATION

Millicent Hill
Aviation Accident Investigator
Eastern Region

Date: April 9, 2017
Person Contacted: Sebastian "Joe" Cadiz
NTSB Accident Number: ERA17FA148

Narrative:

During a telephone conversation with Mr. Cadiz, he stated that he had worked with the pilot while he rebuilt his PA-12. He stated in 2002 they replaced the fabric on the airplane after it failed an annual because the fabric on the tail section did not meet inspection standards. New fabric was installed and lasted until about 2015.

About 2 years ago they started working on the airplane, replacing the cables, electrical wires, and installing new fabric. He reported finishing the annual inspection on March 24th, and signing off the annual inspection on March 28, 2017. He stated that after the annual the pilot replaced the seat cushion. During the initial installation the seat belt was underneath the seat cushion, Mr. Cadiz alerted the pilot to the mistake and the seat cushion was reinstalled correctly. He stated he checked the installation twice to be sure it was correct.

He stated that he was hesitant for the pilot to fly the airplane, he wanted the pilot to do a high-speed taxi then return to check the tension on the cables and trim. He stated he pilot wanted to "hurry up and test fly it", he had a friend in town and wanted to take him flying in the airplane.

Witness Report of Aircraft Accident at KSFB on April 8, 2017

Witness 1: Brian Cheshire

[REDACTED]
Rockledge, FL 32995
[REDACTED]

Witness 2: Jordan Kauffman

[REDACTED]
Sanford, FL, 32771
[REDACTED]

At approximately 1300 local time a Red Piper PA-12 Super Cruiser was cleared to take off Runway 27L and make left traffic for 27L. When the aircraft lifted off from the runway the nose of the aircraft was lowered slightly but then promptly went directly vertical. The airplane climbed briefly, maybe 10-30 feet, and then stalled starting a spin to the right. The plane then fell nose first directly into the ground. Upon impact the aircraft burst into flames. Both witnesses ran from our planes located at S5 and S, short of Runway 27L, to the crash site. The flames were too large and hot for us to see anyone in the plane by the time we reached the crash site. About 3 minutes later the airport fire trucks arrived and extinguished the fire. Witness 2 returned to his plane with his student while Witness 1 remained to talk to the airport ops.

Jordan Kauffman

[REDACTED]

Brian Cheshire

[REDACTED]

[REDACTED]

CA [REDACTED]



Sanford Airport Police Department
Victim / Witness Statement



Adult



Juvenile

Officer Ziegler ID [REDACTED] Date 4/8/17
Case Number 2017C3005704 Case Type S-45
Sworn written statement form: (Please print)
Full Name Marlane Reichert Birth Date [REDACTED] Race / Sex W / F
Address [REDACTED] City DeBary State FL Zip 32713
Home Phone [REDACTED] Work Phone [REDACTED] Cell Phone [REDACTED]
Height [REDACTED] Weight [REDACTED] Hair Color [REDACTED] Eye Color [REDACTED]
Social Security # [REDACTED] Drivers License / ID # [REDACTED] FL
Employer [REDACTED] Employer address [REDACTED]
Email Address [REDACTED]

FALSE INFORMATION AFFIDAVIT

I, Marlane Reichert, certify that the statements made to the above listed Sanford Airport Police Department law enforcement officer concerning the below listed incident / offence were voluntarily made. I further certify that I am aware of the following statute and penalties as provided by Florida State Statutes 837.05, 775.082 and 775.083 to-wit; WHOEVER KNOWINGLY GIVES FALSE INFORMATION TO ANY LAW ENFORCEMENT OFFICER CONCERNING THE ALLEGED COMMISSION OF ANY CRIME, IS GUILTY OF A MISDEMEANOR OF THE FIRST DEGREE, PUNISHABLE BY A DEFEINTE TERM OF IMPRISONMENT NOT EXCEEDING ONE YEAR AND / OR A FINE NOT TO EXCEED \$1,000.00.

I saw Tom take off on the runway and the minute he started to climb, the plane went straight up in the air and then somersaulted to the ground. The minute it hit, it burst into flames.

I was out to watch his first flight since it had been rebuilt. He was a friend of mine.

I, Marlane Reichert **WILL / WILL NOT** prosecute the individual(s) that are responsible for the above listed incident(s).

X [REDACTED] Form of ID produced FL DL
Signature of person making statement

Sworn to and subscribed before me this 2 day of April 20 17

Printed name and signature of Law Enforcement Officer or Notary / ID number



Sanford Airport Police Department
Victim / Witness Statement



Adult



Juvenile

Officer Ziegler ID E-30 Date 4/8/17

Case Number 2017CS005704 Case Type S-45

Sworn written statement form: (Please print)

Full Name Peter Buffington Birth Date [REDACTED] Race / Sex M / 1

Address [REDACTED] City Stoughton State MA Zip 01589

Home Phone [REDACTED] Work Phone [REDACTED] Cell Phone [REDACTED]

Height [REDACTED] Weight [REDACTED] Hair Color [REDACTED] Eye Color [REDACTED]

Social Security # [REDACTED] Drivers License / ID # [REDACTED] Exp [REDACTED] State MA

Employer [REDACTED] Employer address [REDACTED]

Email Address [REDACTED]

FALSE INFORMATION AFFIDAVIT

I, Peter Buffington, certify that the statements made to the above listed Sanford Airport Police Department law enforcement officer concerning the below listed incident / offence were voluntarily made. I further certify that I am aware of the following statute and penalties as provided by Florida State Statutes 837.05, 775.082 and 775.083 to-wit; WHOEVER KNOWINGLY GIVES FALSE INFORMATION TO ANY LAW ENFORCEMENT OFFICER CONCERNING THE ALLEGED COMMISSION OF ANY CRIME, IS GUILTY OF A MISDEMEANOR OF THE FIRST DEGREE, PUNISHABLE BY A DEFEINTE TERM OF IMPRISONMENT NOT EXCEEDING ONE YEAR AND / OR A FINE NOT TO EXCEED \$1,000.00.

Airplane accelerated normally for takeoff, pitched up, and continued to pitch up into a full stall 100 ft Agl, rolled to the right and Nosed in on right side of 27L. Wings broke loose forward and smoke & fire ensued within 15 seconds after impact. Saw pilots run over that were awaiting takeoff from cessna 172. Fire burned for 5-6 minutes until Arpt fire arrived. Fire was nearly extinguished by the time Fire crews arrived. Tom Camman was Pilot in Command, only soul aboard.

I, Peter Buffington WILL / WILL NOT prosecute the individual(s) that are responsible for the above listed incident(s).

X [REDACTED] Form of ID produced Driver Lic.
Signature of person making statement

Sworn to and subscribed before me this 8 day of April 20 17

Printed name and signature of Law Enforcement Officer or Notary / ID number



Sanford Airport Police Department
Victim / Witness Statement



Adult



Juvenile

Officer Ziegler ID [REDACTED] Date 4/8/17

Case Number 2017CJ005704 Case Type S-45

Sworn written statement form: (Please print)

Full Name RICK BLYSETH Birth Date [REDACTED] Race / Sex W / M

Address [REDACTED] City SANFORD State FL Zip 32771

Home Phone [REDACTED] Work Phone [REDACTED] Cell Phone [REDACTED]

Height [REDACTED] Weight [REDACTED] Hair Color [REDACTED] Eye Color [REDACTED]

Social Security # [REDACTED] Drivers License / ID # [REDACTED] Exp 2017 State FL

Employer [REDACTED] Employer address [REDACTED]

Email Address [REDACTED]

FALSE INFORMATION AFFIDAVIT

I, RICK BLYSETH, certify that the statements made to the above listed Sanford Airport Police Department law enforcement officer concerning the below listed incident / offence were voluntarily made. I further certify that I am aware of the following statute and penalties as provided by Florida State Statutes 837.05, 775.082 and 775.083 to-wit; WHOEVER KNOWINGLY GIVES FALSE INFORMATION TO ANY LAW ENFORCEMENT OFFICER CONCERNING THE ALLEGED COMMISSION OF ANY CRIME, IS GUILTY OF A MISDEMEANOR OF THE FIRST DEGREE, PUNISHABLE BY A DEFEINTE TERM OF IMPRISONMENT NOT EXCEEDING ONE YEAR AND / OR A FINE NOT TO EXCEED \$1,000.00.

I WITNESSED THE ACCIDENT AIRCRAFT TAXI ONTO THE RUNWAY, ACCELERATE AND LIFT OFF THE GROUND ABOUT 5-10 FEET. IT THEN BEGAN TO PITCH PRETTY AGGRESSIVELY UP UNTIL NEAR VERTICAL. IT RAN OUT OF AIRSPEED FAIRLY QUICKLY IN THE VERTICAL AND HAMMERHEADED OFF TO THE RIGHT TO THE DOWN VERTICAL NOSE LOW POSITION AT WHICH POINT IT IMPACTED THE GROUND VERTICALLY. THE NOSE CRUSHED IN AND WINGS COLLAPSED FORWARD. THERE WAS IMMEDIATE FIRE AND BLACK SMOKE.

I, [REDACTED] WILL / WILL NOT prosecute the individual(s) that are responsible for the above listed incident(s).

X [REDACTED] Form of ID produced FL DL

Signature of person making statement

Sworn to and subscribed before me this 8 day of April 20 17

Printed name and signature of Law Enforcement Officer or Notary / ID number

Sanford Airport Police Department
Victim / Witness Statement

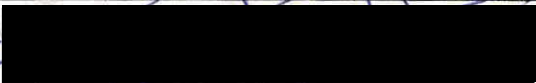
Statement Continuation

Full Name I DID NOT Case number _____ Date _____

SEE WHO THE PILOT WAS,

Property Section:

	Brand	Model	Serial #	Style	Size	Color	Description	Value
1)								
2)								
3)								
4)								
5)								

X 
Signature of person making statement

Sworn to and subscribed before me this 8 day of April 2017


Printed name and signature of Law Enforcement Officer or Notary / ID number

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