



Memorandum For Record

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: May 7, 2020
NTSB Accident Number: ERA18LA229

The following witness statements were copied below from separate e-mails from the individuals to the Federal Aviation Administration.

“The aircraft taxied out. No run up. The aircraft proceeded down the [runway] at full power. The aircraft passed by my vision, past mid field. Did not see rotation. As I stepped outside I saw the aircraft at a very shallow angle, nose high attitude. Still full power. The aircraft then turned to the left still at full power. The aircraft seemed to have slowed. The left wing was down at approximately 40 to 45 degree angle. The aircraft seemed like it was buffeting. It was still at full power. I could see the entire roof, both wings and both horizontal stabilizers. It then disappeared behind the trees. I then heard the impact. This was a clear case of power on, left turn departure stall. I have worked in general aviation for over 12 years. I have witnessed two other crashes. I have worked crash sites before.

If you have any further questions, please contact me.

Thanks,
Mark Reese

Quincy, FL

“To: Mr. Tim Annis,

I was sitting in the FBO building. I did not start observing the airplane [until] it was half way down runway 14 on the takeoff roll. I observed the airplane lift off and start to climb. When the airplane got right above tree top level I notice the landing gear still down and the nose pitch up slightly and it stopped climbing. Then the aircraft pitch up more at the same time rolling to the

left. The airplane started to turn east bound in a slight left bank and high pitch up attitude at the same time losing altitude. I then lost sight of the aircraft behind the trees.

Sincerely,

David Newell

Michael David Newell

[REDACTED]

Havana Fl.

[REDACTED]

Email: [REDACTED]"