

From: [Conley, Matthew](#)
To: [Rayner Brian](#)
Subject: Fwd: Shannon Airport Crash
Date: Tuesday, December 18, 2018 8:47:05 PM

Mr. Rayner

When I was putting the police tape on the hanger I spoke with a guy at the airport who said he heard the above guy saw the crash. I located him and this is his statement he emailed me. His phone number is 571-305-0317. Take care
Matt

Trooper M.T. Conley
Virginia State Police

----- Forwarded message -----

From: **Scott Addison** <scolor123@icloud.com>
Date: Tue, Dec 18, 2018 at 6:04 PM
Subject: Shannon Airport Crash
To: <Matthew.conley@vsp.virginia.gov>

Trooper Conley,

My name is Scott Addison. In reference to our earlier phone conversation, this is what I saw regarding the crash.

I was working at Precision Doors and hardware Fredericksburg location approximately 400 yards away from the accident. I was looking out our front window and noticed the plane banking left over the field heading back in the direction of the airport. The plane appeared to bank harder left prior to going down at which time I saw what appeared to be a flare go off and the plane heading towards the ground with nose and left wing down. Unfortunately, my view was obscured by trees the closer the aircraft got to the ground, but I did hear what sounded like an impact very similar to what a parachute sounds like as it is deflated, but louder. I tried to call the airport but got no answer, so then I went over past the wood line and saw the downed plane and 2 other people already on scene. The first police officer arrived shortly there after, so I went back to my office. I didn't walk across the field since others were already there.

Let me know if there is anything else you need.

My email address is saddison@pdoor.com

Thanks

Sent from my iPhone

Report of events 14 December 2018 at
Shannon Airport (KEZF)
Witnessed by James W. Henderson

At 0703 while preparing a lesson plan for a student, I witnessed N350FT taxiing toward runway 24 at Shannon Airport. He was displaying position strobe lights and making radio announcements appropriate to the environment. Weather was reporting calm winds, ceiling 8000 overcast, barometer 30.40.

I observed the aircraft making several high speed passes down runway 24. The aircraft would then execute a 180 degree turn while on the ground and a high speed taxi back to the threshold of runway 24.

At approximately 0721 I observed the aircraft become airborne to a height of about 10-15 feet and then return to the runway. Approximate distance of entire maneuver was about 1200 -1500 feet from the threshold.

I conducted brief with my student and proceeded to training aircraft about 0820 and noticed Emergency vehicles converging on a spot south west of the field.

We conducted our training event and did not observe any other pertinent information to contribute.

James W. Henderson

ATP #3366685

540-582-2701 (H)

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Amended to Report of 14 December 2018-12-27

On 12 December 2018 I noticed the operator of N350FT in an excessive taxi speed on and around the area of operations at KEZF. In an attempt to improve the safety culture around airport operations I accompanied Jerry Knouff to the hangar of the operator at the end of his flight. We had a gentleman's discussion about the need to be acutely aware of the need to be cognizant and aware of the impact of the safe operation in around the areas of personnel and property.

The conversation was positive, non-confrontational and ended on a mutual agreement to be more acutely aware of future attitudes toward operations.

From: [Mark Powell](#)
To: [Rayner Brian](#)
Subject: Ultra light N350FT
Date: Friday, December 14, 2018 2:02:35 PM

As we discussed,

I have seen the Red Ultralight Tail Number N350FT, on more than one occasion flying at low altitudes (About 100 ft) over the airport property mainly the hangars on the north side of the airport. It appeared at times to be erratic, and he would stay inside of the pattern when doing this.

Mark Powell

Extrusion Equipment and Engineering Manager

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