



VENICE POLICE DEPARTMENT

VENICE, FLORIDA 34292

CASE NUMBER

☒ Witness Statement
☐ Victim Statement

AFFIDAVIT

INSTRUCTIONS: This form is to be completed by the victim and/or witness of an incident. This form must be completed by the victim when criminal charges could be filed against a suspect(s) and when items could be entered into FCIC/NCIC. All information pertaining to the criminal offense and the suspect(s) should be noted. Correct grammar and spelling is preferred but not required to complete this form.

THIS AFFIDAVIT WAS COMPLETED AT:

ADDRESS

DAY

Wed

MONTH

4

DATE

15

YEAR

2023

NARRATIVE

I, Josh Orlowski, was walking on the fishing pier at Sharps when I observed a small plane take off from a nearby airport. I noticed it flying just above the tree line just south of the pier. I would estimate it was approx. 300-400 feet in the air. I noticed it was not gaining elevation. As it continued flying west past the pier it began to turn/bank towards the north. I felt that it was very close to the water. Just a second or two after it began to bank the lights disappeared and I could only think that it crashed. About 2 seconds after the lights disappeared I heard a loud noise similar to an engine backfiring and I knew the plane crashed. All these events took place in a matter of seconds (I would estimate less than 30 seconds after the plane took off and I observed it above the tree line on the beach). The location of the place where I saw the plane go down

Page 1 of 2

AFFIANT INFORMATION

Affiant's Signature

Date 4/5/23 Time 10:03 pm

Joshua Orlowski

Date of Birth

Address

Apison

TN

37362

Telephone number

E-mail address

LAW ENFORCEMENT OFFICER/NOTARY

Sworn to and subscribed before me this 5 day of April, 2023

Law Enforcement Officer/Notary (Signature)

F. S. HIESSEN

Law Enforcement Officer/Notary
(Print/Type Name/Stamp)

PID #

CV-PD-400 (Rev. 03/23)

WITNESS/VICTIM AFFIDAVIT
(CONTINUED)

CASE NUMBER			PAGE	2	OF	2
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NARRATIVE

is approx. 1/4 - 1/2 miles west of the end of the pier
and just slightly south of the end of the pier.
I immediately called 911 and reported the events to
the dispatcher. The dispatcher asked me to wait for
an officer and give them a statement. [REDACTED]

AFFIANT SIGNATURE

Affiant's Signature

Date

4/5/23

Time

10:03 pm

LAW ENFORCEMENT OFFICER/NOTARY

Sworn to and subscribed before me this 5 day of April, 2023

[REDACTED]
Law Enforcement Officer/Notary (Signature)

F. THIESSEN
Law Enforcement Officer/Notary
(Print/Type Name/Stamp)

[REDACTED]
PID #



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THIS AFFIDAVIT WAS COMPLETED AT:

ADDRESS [REDACTED]	DAY Wed	MONTH April	DATE 5	YEAR 2023
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NARRATIVE

Left coming in Sideway, Totally tilted on its side. Looked like it was trying to circle around and come back to landing. Nose dived sideways into the Ocean.

Page 1 of 1

AFFIANT INFORMATION

Affiant's Signature

Wendy G. Holland
(Print Name)

Date 4-5-23 Time

Date of Birth [REDACTED]

Address

Polivia N.C. 28422
City State Zip

Telephone number

E-mail address

LAW ENFORCEMENT OFFICER

Sworn to and Subscribed before me this 5 day of April, 2023

Law Enforcement Officer (Signature)

David Skinner

Law Enforcement Officer (Print Name)

PID #

CV-PD-400 (Rev. 01/17)



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VENICE, FLORIDA 34292

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THIS AFFIDAVIT WAS COMPLETED AT:

ADDRESS [REDACTED]	DAY WED.	MONTH APRIL	DATE 5	YEAR 2023
-----------------------	-------------	----------------	-----------	--------------

NARRATIVE

FROM SITTING HAVING DINNER AT SHARKE'S
NOTICED A PLANE THAT JUST TOOK OFF & WAS
SLOWLY MOVING TOWARDS THE OCEAN & SAID
IT WAS GOING TO GO IN & IT DID WITH AN AWKWARD
SOUND. WITHOUT A DOUBT IT HIT THE WATER

Page 1 of 1

AFFIANT INFORMATION

Affiant's Signature [REDACTED] Date 5 APR 23 Time 10:54

Timothy Clark
(Print Name)

Date of Birth 11-10-1953

[REDACTED]
Address

JERICHO
City

UT
State

05465
Zip

Telephone number [REDACTED] E-mail address _____

LAW ENFORCEMENT OFFICER

Sworn to and subscribed before me this 5th day of APRIL, 2023

[REDACTED]
Law Enforcement Officer (Signature)

David Skinner

Law Enforcement Officer (Print Name)

PID # [REDACTED]

CV-PD-400 (Rev. 01/17)



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THIS AFFIDAVIT WAS COMPLETED AT:

ADDRESS

DAY

MONTH

DATE

YEAR

Wed

April

5

2023

NARRATIVE

I was sitting on the deck of Finn's when at approximately 9:36pm a small plane took off and within 30-60 seconds rapidly descended and hit the water. There was only one plane. The plane hit the water to the left of the log pier. I saw the plane take off and ascend then almost immediately descend and hit the water. There was a woman on the porch who saw it and she said, "That plane just crashed." She was wearing a dark blue dress that was knee length and sleeveless. -Katherine Bordon

WHILE I DID NOT SEE IT HAPPEN, I DEFINITELY HEARD IT. THE ENGINE DID NOT STOP. IT WAS RUNNING UNTIL IT HIT WITH A MUFFLED THUD (LIKE A LIGHT FIREWORKS LUNCHER.) ED BORDON

EDWARD BORDON

Page 1 of 1

AFFIANT INFORMATION

Affiant's Signature

Date

Time

4-5-23

10:11pm

Date of Birth

5-4-69

Katherine Bordon

(Print Name)

Address

City

State

Zip

ALTAMONTE SPRINGS, FL 32714

Telephone number

E-mail address

LAW ENFORCEMENT OFFICER

Sworn to and subscribed before me this 5 day of April, 2023.

Law Enforcement Officer (Signature)

David Skinner

Law Enforcement Officer (Print Name)

PID #

CV-PD-400 (Rev. 01/17)



VENICE POLICE DEPARTMENT

1575 E. VENICE AVENUE
VENICE, FLORIDA 34292
(941) 486-2444

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ADDRESS

DAY

MONTH

DATE

YEAR

Wed

April

5

2023

NARRATIVE

I watched the plane gaining altitude as it took off from the airport. It was starting to gain altitude and seemed to not be in control. Plane was rocking back and forth started to turn hard right then just went straight down into the water.

Page 1 of 1

AFFIANT INFORMATION

Affiant's Signature

Date 4/5/23 Time 2200

Date of Birth 8/31/67

Matthew Lenweaver
(Print Name)

Address

City

State

Zip

Pleasant Vly NY 12569.

Telephone number

E-mail address

LAW ENFORCEMENT OFFICER

Sworn to and subscribed before me this 5 day of April, 2023.

Law Enforcement Officer (Signature)

David Skinner

Law Enforcement Officer (Print Name)

PID #

CV-PD-400 (Rev. 01/17)

From: [REDACTED]
To: [REDACTED]
Subject: Jeff Lumpkin, N635BD.
Date: Friday, April 7, 2023 1:24:07 PM

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Todd,

Thank you for speaking with me yesterday concerning Jeff's 1976 Piper, and the collision that followed on 5 April, 2023.

At approximately 15:40 hours, I received a text message from JeffLumpkin, that he was flying with friends to VCE for dinner and would probably arrive between 17:40 and 18:00 hours in their aircraft, identified as N635BD. It was decided that I would pick them up at Sun Coast Aviation and join for dinner. I told him I would monitor the Unicom frequency (122.725) for their arrival. On their arrival, Jeff and Patty Lumpkin, introduced me to their passengers, Rick and Beth Beaver. We then drove to Sharkey's, waiting approximately 1 hour for seating. It was a pleasant evening for a walk on the pier and pictures. Jeff, Rick and I ordered iced teas from the bar, and the ladies had some slush drink.

Within an hour we were seated and Alex was our server. We had the best conversations, discussing aviation, radios, flight, politics and policing, probably solving the world's problems over the time we were together. We shared a prayer before dinner and placed our orders with Alex. I had Fettuccine Alfredo, Jeff had Fish and Chips and Patty ordered a chicken wrap, Rick, had Nachos and Beth had a lighter dish of Fettuccine. We all shared calamari and a quesadilla for appetizers. At no time were alcoholic beverages consumed or purchased by Rick, Jeff nor myself. In fact, emphasis was made to Alex, our server, that I was our driver and Jeff was in control of the plane. After dinner, we shared a few stories, discussed previous aircraft accidents at VCE. Jeff and Patty shared a dance while Beth did the video.

At approximately 20:50 hours Alex returned with our check which was divided as follows:
Lumpkin's, Nielsen 3
Beaver's. 2

They proceeded to make a restroom call and I proceeded to get my Suburban, and loading my friends at the canopy of Sharkey's we then returned to Coastal Aviation. Jeff asked if I wanted to help with the preflight, but instead, I told them all I would head for home once they were in the air and to text once they arrived at SPG. I watched the preflight being conducted by Rick and Jeff from approximately 75 yards with my headlights pointed toward their aircraft. I saw Patty and Beth enter from the port side, with Beth behind the right seat and Patty behind the left (Pilot). I watched Jeff and Rick checking every leading edge, vertical and horizontal surfaces, landing gear, propeller, Jeff checked the oil and was looking inside the cowling. The inspection seemed to take 10 or more minutes. I became concerned because I saw Jeff and Rick use their iPhone's to light and inspect the right wing flap nearest the fuselage. Their focus seemed to be the upper left hand corner. I don't know what was so concerning, but after some examination, Jeff stepped up and entered the right door with Rick right behind him. At 21:19hrs., I messaged a friend in Indy letting him know I was still at the FBO awaiting my

friends departure. After a few moments, I could see Jeff's iPad display on the left yoke, and nav lights illuminate. I heard the engine fire and a black puff of smoke from the exhaust as the engine began to idle and cough roughly. It seemed as though after some acceleration it was not firing on all cylinders consistently. When I heard the RPM increase, I said out loud "That's not good"! I am confident something didn't seem right and I continued to listen to the engine. The rough idle seemed to smooth out with increased RPM. I heard the increased RPM and then decrease as he performed the check of the magnetos. They idled for a few more minutes and released the brakes, moving forward. I flashed my bright headlights to say I was clear. The aircraft paused for a moment and then taxi toward runway 23. I lost sight of them prior to departure but continued to listen on Unicom. I lost track of time listening for them to take off, but then I heard Jeff radio. As follows, his intent to depart. "VENICE TRAFFIC, 635 BRAVO DELTA, DEPARTING 230, STRAIGHT OUT." I have a home approximately 1.5 miles from the FBO. A short time later, I heard SCSO, Air one announce on Unicom he was in the area of a plane crash. I immediately messaged Jeff to let me know they were ok and of the incident. I never received a response to my messages. I was home very briefly when I heard breaking news on the television reporting an aircraft down near Sharkeys Pier. Without delay, I drove back to the island, while calling SCSO 911 center to inquire of the incident. I provided the tail number of my friends aircraft and my concern. The dispatcher couldn't release information. I told them I was responding to Sharkeys. Upon arrival, I identified myself as an OD LEO from Indianapolis and communicated as much info as I could to uniformed VPD and SCSO supervisors. I identified their seating positions in the aircraft, the preflight and the black smoke and sound of the engine at start up, idle and run up. The tail number was confirmed and I identified the photos provided of Jeff and Rick, confirming to them that there were four souls on board at departure, not two,

VPD, Detective Shope was my POC for follow up to this investigation.

I'm sure Coastal Aviation has video monitoring of the parking lot and ramp to substantiate my observations.

I did return to Coastal Aviation to peer through the fence when their aircraft was previously parked to check for any material that may have leaked out prior to their departure. I saw nothing. They were previously parked to the east of the building when I picked them up for dinner.

Please feel free to contact me if you have additional questions.

Respectfully,
Christian A. Nielsen

[REDACTED]