



Memorandum For Record

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The National Transportation Safety Board was provided via e-mail 3 videos taken from different cameras at the Massey Ranch Airpark (X50), New Smyrna Beach, Florida.

One video taken from Channel 09 was a 59-seconds long video clip taken that depicted a portion of the takeoff and entire accident sequence. The video depicted a view of the northeast and a portion of runway 18/36. At 16 seconds elapsed time, the airplane came into view while on the runway. The airplane continued on the runway and was noted to become airborne at about 17 seconds elapsed time. The flight continued over the runway at an estimated height of about 10 ft above ground level (agl) and at 26 seconds elapsed time was noted to be in a nose-high attitude (Figure 1). The flight continued in the same nose-high attitude and same approximate altitude and at 30 seconds elapsed time when near a taxiway about 2,800 ft from the approach end of the runway, the airplane was in a nose-high attitude estimated to be about 10 ft agl (Figure 2). After passing the taxiway the left wing dropped and the airplane began descending. At about 32 seconds elapsed time the airplane was in a left wing low attitude and the left wingtip was about ground level (Figure 3). The airplane continued out of camera view at 33 seconds elapsed time.

Another video taken from Channel 3 was a 29-seconds long video clip from a camera that was located near the fuel farm looking east which captured the end portion of the accident flight. The video also depicted the windsock that was hanging limp but the direction was from the northeast. As first came into view the airplane was over the runway before a taxiway in a nose-high attitude (Figure 4). At one second elapsed time the left wing impacted the ground then the airplane rolled near wings level and at 2 seconds elapsed time the airplane was in a tail-high attitude. The airplane continued in the tail-high attitude and at 3 seconds elapsed time the airplane was still in a tail-high but right-wing low attitude (Figure 5). The airplane rotated to the right and at 4 seconds elapsed time, the left wingtip had contacted the ground and the airplane remained in a tail-high attitude (Figure 6). The tail-high attitude increased momentarily but the airplane then settled to a slight nose-low attitude. At 23 seconds elapsed time the video depicted the right front seat passenger exit the airplane. After coming to rest the windsock depicted the wind shift to a northerly direction and increased slightly but was nearly fully limp.

Another video taken from Channel 8 was a 29-seconds long video clip from a camera that was also located near the fuel farm looking east which captured the end portion of the accident flight. At about 1 second elapsed time the airplane started to come into view on the right side of the screen and at 2 seconds elapsed time, the airplane was in a left wing low attitude partially over the runway. The remainder of the video was the same as captured by Channel 3. The airplane came to rest upright (Figure 7)



Figure 1: Screen Shot from Channel 9. Depicts the airplane Above the Runway in a Nose-High Attitude.



Figure 2: Screen Shot from Channel 9. Depicts the airplane Above the Runway in a Nose-High Attitude.



Figure 3: Screen Shot from Channel 9. Depicts the airplane At or Just Before Left Wing Contact with the Ground.



Figure 4: Screen Shot from Channel 3. Depicts the airplane At or Just Before Left Wing Contact with the Ground.



Figure 5: Screen Shot from Channel 3. Depicts the airplane Near the Final Forward Skid.



Figure 6: Screen Shot from Channel 3. Depicts the airplane Left Wing Contact Again Just Before Coming to Rest.



Figure 7: Screen Shot from Channel 8. Depicts the Airplane as It Came to Rest.