



Eric Alleyne
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Date: 6/11/2024

Subject: ERA24LA243, witness statement

Contact: Dennis McClure, eyewitness

The digest below was emailed to the FAA inspector and reviewed by the NTSB IIC.
The statement corroborated the accounts of other witnesses.

"To whom it may concern,

On 2 June 2024 at approximately 1800hrs I was a witness to the subject experimental airplane depart on runway 36 at FL10. The plane accelerated north on the runway and once it got airborne it appeared to yaw to the left and then over corrected to the right and made contact with a tree that seemed to cause the plane to turn upside down and crash onto the runway. I immediately rushed to the scene and helped pull the pilot out of the plane fearing a fire may take place. Fortunately there was no fire and I then phoned 911.

End of statement.t"

Eric Alleyne
Air Safety Investigator
OAS-Eastern Region Aviation

Date: 7/4/2024

Subject: ERA24LA243, Witness Statement

Contact: John Cutrer, witness of accident event

The digest below was emailed to the FAA inspector and reviewed by the NTSB IIC.
This statement supports the accounts provided by other witnesses.

"Sunday April 2, I was taking a ride around Flying Little River Airpark on my golf cart. I was headed south on the taxiway/road adjacent to runway 18/36 when I saw Jerry headed towards me, attempting to take off on 36. He was on the west side of the runway lights, over the taxiway, probably still in ground effect and angled slightly toward the trees to the west of the runway. He looked out of control to me with an high angle of attack, and I quickly turned to try to get to safety. Jerry got the airplane back over the runway but never seemed to have it under control. He struck tree limbs on the east side of the runway at a high bank angle to the left, approximately 25-30 feet high. That pretty much knocked him out of the air and he then struck the runway and slid upside down to a stop. I quickly drove over and Jerry was unconscious partly out of the cockpit. He was breathing but unresponsive. I did not have my phone and drove to a neighbor's home to see if he could call but he was not there. I then saw Mike Lightcap was at the wreckage and Dennis McClure drove up and called 911. At that point FAA official Eric Muro arrived."