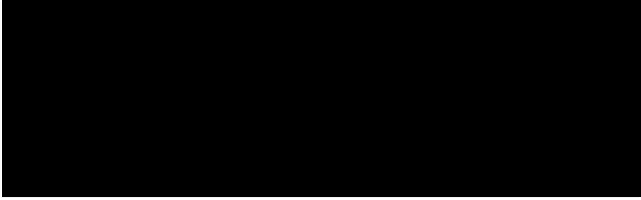


Stein Stephen

From: John Stinson [REDACTED]
Sent: Thursday, September 10, 2015 2:24 PM
To: Stein Stephen
Subject: RE: ERA15FA017 AERONCA 7AC, registration: N946DR

Correct



----- Original message -----

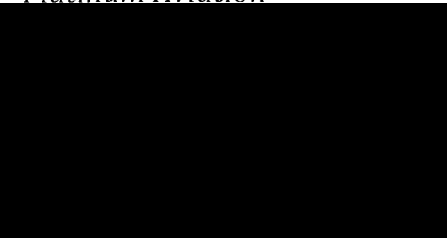
From: Stein Stephen [REDACTED]
Date: 9/10/2015 17:10 (GMT-05:00)
To: John Stinson [REDACTED]
Subject: RE: ERA15FA017 AERONCA 7AC, registration: N946DR

And Charles (Chuck) took a different route coming out of Umatilla, correct? He wasn't with your flight at Cordele.

From: John Stinson [REDACTED]
Sent: Thursday, September 10, 2015 12:43 PM
To: Stein Stephen
Subject: RE: ERA15FA017 AERONCA 7AC, registration: N946DR

Correct

John A. Stinson
Aircraft Maintenance Specialist d/b/a
Platinum Aviation



From: Stein Stephen [REDACTED]
Sent: Thursday, September 10, 2015 3:22 PM
To: John Stinson
Subject: FW: ERA15FA017 AERONCA 7AC, registration: N946DR

Please disregard. Charles Kinberger

From: Stein Stephen
Sent: Thursday, September 10, 2015 12:21 PM
To: 'John Stinson'
Subject: RE: ERA15FA017 AERONCA 7AC, registration: N946DR

Another questions – who was the fifth airplane in your flight? I have you, your father, Gary Lickle, and Rene. Was there a fifth?

From: John Stinson [REDACTED]
Sent: Thursday, September 10, 2015 11:45 AM
To: Stein Stephen
Subject: RE: ERA15FA017 AERONCA 7AC, registration: N946DR

Yes we did.

John A. Stinson
Aircraft Maintenance Specialist d/b/a
Platinum Aviation



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From: Stein Stephen [REDACTED]
Sent: Thursday, September 10, 2015 2:27 PM
To: John Stinson
Subject: RE: ERA15FA017 AERONCA 7AC, registration: N946DR

Thanks for this!

Did you guys land on the same runway, runway 28, when you arrived at CKF?

From: John Stinson [REDACTED]
Sent: Thursday, September 03, 2015 5:00 AM
To: Stein Stephen
Subject: ERA15FA017 AERONCA 7AC, registration: N946DR

Stephen after we talked yesterday I went back and read the statement I sent you on 10-20-14, I believe this is the most accurate as to the departure the day of the incident. Please see excerpt below. And full statement below that.

“Rene taxied out first and I followed behind him Johnny behind me and then Gary. It had been beautiful weather all morning, there were a few clouds I would guess 5000 plus. Rene made a radio call “Red Champ mid-field departure runway 28 flight of 4 Crisp County” the FBO attendant came on and said “No reported traffic Crisp County”. Rene powered up and was off quickly and climbing he appeared to level off around 150 feet AGL, I made a radio call and said “yellow cub #2 departing” I taxied on and powered up and started climbing.”

“On October 16th 2014 We departed F45 at 0630 with a flight of 3 CC11-160 Carbon Cubs flying north to X23 where we meet up with 2 other aircraft another Carbon Cub and Rene with his Champ. We departed north Rene and Chuck departed about 3 minutes before us because they were a little slower. We caught up with Rene and flew in a formation of 4 (Chuck went to the east and was going to meet up with us later). We flew north to 15J landed and the fuel pumps were down . We determined we had plenty of fuel to fly to CKF, we departed straight out and landed around 1200 at Crisp County. Rene landed first we all pulled up to the fuel pumps and fueled our own aircraft. We spent a few minutes paying the bills and talking. I remember looking at the wind direction computer monitor on the desk behind the counter it indicated winds were about 290 at 7 about 10 degrees off runway heading and light. We all walked back to the airplanes and loaded up for our departure, Jan stayed in the airplane while we were inside. We all started the airplanes about the same time, Rene taxied out first and I followed behind him Johnny behind me and then Gary. It had been beautiful weather all morning, there were a few clouds I would guess 5000 plus. Rene made a radio call “Red Champ mid-field departure runway 28 flight of 4 Crisp County” the FBO attendant came on and said “No reported traffic Crisp County”. Rene powered up and was off quickly and climbing he appeared to level off around 150 feet AGL, I made a radio call and said “yellow cub #2 departing” I taxied on and powered up and started climbing. Just after I took off I saw the champ make a left turn and then bank to the left again it appeared to be about 50 degrees nose down and then impacted the ground quickly it did not appear that there was any attempt to round out or flare. The aircraft looked like it spun around after it hit the ground and the wings collapsed. I continued around the traffic pattern and came back in and landed on runway 28 and taxied over to the sight. “

John A. Stinson

Aircraft Maintenance Specialist d/b/a

Platinum Aviation



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an FBO Aircraft Company

Beechcraft



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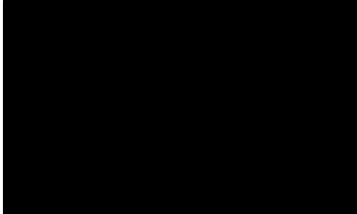
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Stein Stephen

From: John Stinson [REDACTED]
Sent: Monday, October 20, 2014 10:54 AM
To: Stein Stephen; [REDACTED]
Subject: RE: Statement

We discussed the departure to the north.

John A. Stinson
Platinum Aviation



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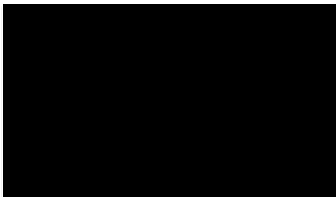
From: Stein Stephen [REDACTED]
Sent: Monday, October 20, 2014 11:02 AM
To: John Stinson; [REDACTED]
Subject: RE: Statement

Did all of you discuss your departure procedures prior to takeoff? If so, what were they?

From: John Stinson [REDACTED]
Sent: Monday, October 20, 2014 10:31 AM
To: Stein Stephen; [REDACTED]
Subject: RE: Statement

He departed Mid field, the only radio call he made was " Red Champ mid field departure 28 flight of 4 crisp county". There were no other calls after departure.

John A. Stinson
Platinum Aviation



Stein Stephen

From: John Stinson <[REDACTED]>
Sent: Friday, October 24, 2014 10:59 AM
To: Stein Stephen
Cc: Johnny Stinson
Subject: RE: ERA15FA017 AERONCA 7AC, registration: N946DR

I was directly behind him and did not note any inadvertent veer or roll, the turn seem to me to be a deliberate maneuver.

John A. Stinson

Platinum Aviation
[REDACTED]

West Palm Beach, FL 33412
[REDACTED]

Office: [REDACTED]

Cell: [REDACTED]

Fax: [REDACTED]

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an Ingersoll Rand company



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From: Stein Stephen [REDACTED]
Sent: Friday, October 24, 2014 1:31 PM
To: Johnny Stinson; John Stinson
Subject: RE: ERA15FA017 AERONCA 7AC, registration: N946DR

Johnny and John,

Did Mr. St. Julien's airplane turn or veer to the left during his takeoff ground roll?

From: Johnny Stinson [REDACTED]
Sent: Friday, October 24, 2014 12:25 PM
To: Stein Stephen
Subject: RE: ERA15FA017 AERONCA 7AC, registration: N946DR

Okay, just thinking.

Johnny Stinson
President
Platinum Aviation
[REDACTED]

West Palm Beach, FL 33412

[REDACTED]
[REDACTED]
www.flyplatinum.com

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From: Stein Stephen [REDACTED]
Sent: Friday, October 24, 2014 12:12 PM
To: Johnny Stinson
Subject: RE: ERA15FA017 AERONCA 7AC, registration: N946DR

I can't answer that yet because I am still awaiting verification on what pieces the first responders disturbed.

From: Johnny Stinson [REDACTED]
Sent: Friday, October 24, 2014 11:56 AM
To: Stein Stephen
Subject: ERA15FA017 AERONCA 7AC, registration: N946DR

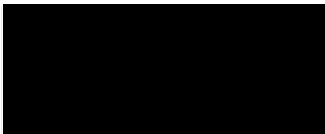
NTSB Identification: **ERA15FA017**
14 CFR Part 91: General Aviation
Accident occurred Thursday, October 16, 2014 in Cordele, GA
Aircraft: AERONCA 7AC, registration: N946DR

Stephen,

Just a thought, I noticed from a picture the elevator trim tab was full down, which would mean full up elevator trim. You mentioned all the controls had continuity, was the elevator trim included?

Johnny Stinson
President
Platinum Aviation
[REDACTED]

West Palm Beach, FL 33412



e-mail: [REDACTED]
www.flyplatinum.com

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From: Stein Stephen [REDACTED]
Sent: Tuesday, October 21, 2014 8:47 AM
To: Johnny Stinson
Subject: RE: Statement

I certainly will.

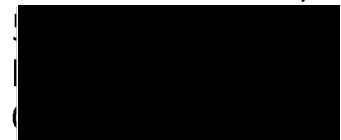
From: Johnny Stinson [REDACTED]
Sent: Tuesday, October 21, 2014 8:43 AM
To: Stein Stephen
Subject: RE: Statement

Thank You, please let us know if we can do anything to help.

Johnny Stinson
President
Platinum Aviation



West Palm Beach, FL 33412



e-mail: [REDACTED]
www.flyplatinum.com



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From: Stein Stephen [REDACTED]
Sent: Tuesday, October 21, 2014 8:15 AM
To: Johnny Stinson
Subject: RE: Statement

Not yet, that will take a few weeks.

From: Johnny Stinson [REDACTED]
Sent: Monday, October 20, 2014 3:36 PM
To: Stein Stephen
Subject: RE: Statement

Your Welcome! Did you receive Autopsy?

Johnny Stinson
President
Platinum Aviation

[REDACTED]
West Palm Beach, FL 33412

[REDACTED]
Fax [REDACTED]
Cell [REDACTED]

e-mail: [REDACTED]
www.flyplatinum.com



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From: Stein Stephen [REDACTED]
Sent: Monday, October 20, 2014 3:18 PM
To: Johnny Stinson
Subject: RE: Statement

Thank you, Johnny.

From: Johnny Stinson [REDACTED]
Sent: Monday, October 20, 2014 3:12 PM
To: Stein Stephen; [REDACTED]
Cc: John Stinson; Laura Stinson [REDACTED]
Subject: RE: Statement

Stephen, Michael & Teresa,

Please find my statement below regarding Rene St. Julien 7EC Aeronca Champ crash Thursday October 16th 2014.

Thursday October 16th 2014 we planned to meet with about twenty Cubcrafter's aircraft at High Valley Airpark in Suches, Georgia (GA87). Three planes departed North County Palm Beach (F-45), first to depart was my airplane 2014 Carbon Cub N754LS with my wife Laura & myself, second airplane to depart was my Son John in another Carbon Cub N434LM & third Gary Lickle in Carboncub N711 Amphib.

We departed about 6:30AM, flew toward Treasure Coast Airpark (FL37) in Port St. Lucie, Florida. About twenty minutes later we arrived over F37 the two slower airplanes departed a few minutes prior to our arrival overhead, Chuck Kinburg in Carboncub & Rene St. Julien in 7EC Aeronca Champ few minutes earlier than us flying overhead, we caught up to them at first fuel stop, talking to them both soon after departing F45, all five planes were communicating whole time.

Our first fuel stop I believe was Umatilla Municipal Airport (X23). Chuck & Rene was already fueling when we arrived. We all fueled, Chuck & Rene departed first again, since they were both slower than the rest.

Our next fuel stop, fuel pump was broken, after restroom stop, we departed to Cordele, Georgia (KCKF). Chuck had plenty of fuel he continued on to our planned lunch stop, four of us landed at KCKF for fuel. We fueled & went to depart, Rene was

first, we lined up on taxi way midfield, Rene announced, flight of four departing midfield, Rene taxied onto the runway & took off first, after he was clear of the runway, John took off climbing behind Rene, (John had mentioned later, he had to reduce throttle because he was overtaking the Champ). As I checked for John clearing the runway, I taxied forward to prepare for takeoff, I looked out to my left, I saw Rene in a tight left turn, (seemed to be in control, not a stall configuration but a smooth tight turn), I was more concerned were my Son was, I looked back to check his location, as I advanced the throttle I heard Gary say over the Unicom, we have a crash. I started to turn around while asking John his location, (anticipating John must have seen the accident I wanted to get him on the ground), I talked him around the pattern, told him to just calm down & get back on the ground, I started taxing to the scene while asking my wife Laura if John was on the ground. When I saw the crashed aircraft, I thought it was an Ultralight had no idea it was Rene. Gary & I arrived about the same time to the scene, Gary felt Rene's pulse (his head was imbedded into the instrument panel), he had no pulse, saw slight movement of Jan's head, we observed massive fuel coming out of both wings, we tried to break the wings off to gain access to Jan & also eliminate the fuel from pouring on both of them. When first ambulance arrived I shouted if anyone had bolt cutters, thinking we get the wings away from the aircraft eliminating fuel from draining on them. Fire, Sherriff & Ambulance responded very quickly & took over.

I have reviewed many mechanical scenarios over & over in my mind, I cannot rationalize any mechanical that might of cause the direction & behavior of the aircraft prior to impact to the ground. From my observation of the short flight prior to impact I do not believe it was a stall spin configuration. I can only conclude the pilot became incapacitated somehow.

My contact information below, please do not hesitate to do so with any questions.

Johnny Stinson
President
Platinum Aviation

[REDACTED]
West Palm Beach, FL 33412
[REDACTED]

Fax [REDACTED]
Cell [REDACTED]

e-mail: [REDACTED]

www.flyplatinum.com

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