

Accident Investigation Report

May 26, 2007

Mountain Air Country Club, Private Airstrip, Burnsville, NC
28714

Reported by Stephanie V. Slavin

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Aviation Accident Investigation experience, trained at University of Southern California

Former employee of FAA Technical Center, Atlantic City, NJ

FAA ARTCC, Indianapolis, IN

Pilot – AMEL, Commercial, Instrument, CFI , 2000 hours

Co-owner of Diamond Twin Star N430MS

NOTE: there is a camera on the runway, and it is possible that the landing was captured on the internet and can be retrieved: contact Mr. John Rutkowski at [REDACTED]. All weather information is precisely captured, too.

EYEWITNESSES

1. MR. EARL BOYTER

[REDACTED]; employed by Premiere Aircraft, Ft. Lauderdale Executive Airport, Ft. Lauderdale, FL; Professional Pilot

POSITION: standing under tent located approx 200' east of Runway 14-32

first saw Columbia 350 aircraft after it had bounced the 2nd time, even with pond on golf course (lies adjacent to runway on west side); the pilot added power, the right wing dipped and clipped the bank on the pilot's left; saw that the spoilers were out on the aircraft.

2. MR. DALE SMITH

subcontractor to Premiere Aircraft

POSITION: in tent near Earl Boyter

saw high, fast approach, thinks aircraft touched down on the numbers (32), bounced very high, then hit again where the runway dips' then, he looked away; observed that flaps were partially down, spoilers were out, pilot was trying to save it.

3. DR. JOHN CUCKLER

[REDACTED]

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Experienced pilot, flies a Turbo Bonanza

POSITION: playing golf, standing on 3rd green within 200' of runway 14-32; stopped to watch the landing; saw the Columbia on right base, high and hot; saw the touchdown approximately 1000' past the numbers; aircraft bounced at least 6' high, then touched down just short of the hill (on pilot's left); heard him add full power, and aircraft veered left, wing brushed the bank (on left), then aircraft slewed around, clipped the Cirrus (tied down adjacent to runway), then impacted the wing and front end of the 421 (this aircraft N314PA has been reported by other pilots to be a Cessna 414); there was instantaneous fire.

4. MR. RYAN RAMOS

[REDACTED]

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Pilot with 1200 hours, AMEL, Commercial, Instrument, CFI
Regional Sales Manager, Premiere Aircraft

POSITION: Sitting in a DA-40 preparing to take off; his aircraft was sitting about 10' off the runway, facing 32, watching incoming aircraft land; the Columbia was obviously too high, landed about 100' (one hundred feet) past the numbers; bounced 15-20' in the air, then touched down another 200-300' down the runway; saw that the speed brakes were out; aircraft was in a stall condition, nose pitched up 20-30 degrees; the right wing scraped along the ground for 200-300'; as aircraft rolled to the left, it impacted the bank; heard on the radio, "oh, oh, oh," then lost sight of the aircraft as it passed the DA-40; heard the impact a second later.

5. MR. EARL YOUNG

[REDACTED]

POSITION: watching from the yard of his home, approximately 90' above the runway, has full view of entire runway, was looking towards 32;

saw the aircraft coming sideways, wing hit the ground about at the sign (which says 1874' remaining, as viewed from the 14 end of runway); engine was revved wide open, it happened in a split second, a wheel broke off, then his right wing hit a parked plane (pointed out as the Cirrus), then he hit the twin (previously identified as Cessna 414).

6. MR. BOBBY ANGLIN

[REDACTED]

Employed 13 years by Mountain Air Country Club, Golf Pro; has handled the Unicom located in the Pro Shop for approximately 9 years

POSITION: on the Unicom in the Pro Shop, no direct view of runway

Pilot radioed at 11:00AM, position about "8 miles out, landing"; 2nd call came when pilot was "5 miles out"; 3rd call said he was in the landing pattern; plane touched down at 11:07AM; another employee in the Pro Shop heard a call from the airplane, "Shit, shit, shit!" Mr. Anglin did not feel that it was the pilot calling because Dr. Camuzzi is Argentine and speaks with an accent; the excited voice did not have any accent.

6. MR. BILL KRICKHAN

[REDACTED]

Employed 10 years by Mountain Air Country Club, Head Golf Pro

POSITION: Tying down parked aircraft adjacent to runway 14-32

plane was too fast, too high; he was hovering 12-15' above the runway, floating; seemed to drop power, touched down, bounced, was crooked, wing hit the runway; then he powered up, hit the bank on the left, then hit 3 planes, and burst into flames; I had a clear view over the parked planes until he powered up; I didn't see him hit the Cirrus, but heard it; the plane nose pitched up very sharply, 40-50 degrees, it was very noticeable and most unusual looking.