

Other Vehicle: 1995, RED, VANS, RV-6A, SINGLE ENGINE

Vehicle owner: VI01 Vehicle Driver: VI01
 Tag #: N3333S Tag Year: 2002 Tag State: US VIN: 20166
 Vehicle Value: \$60,000.00
 Vehicle Disp: Impounded as Evidence
 Towed by: SUN-N-FUN
 Hold? No

Other Vehicle: 1949, WHT, PIPER, PA-16, AIRCRAFT

Vehicle owner: VI02 Vehicle Driver: VI02
 Tag #: N52934H Tag Year: 2002 Tag State: US VIN: 16-97
 Vehicle Value: \$30,000.00
 Vehicle Disp: Impounded as Evidence
 Towed by: SUN-N-FUN
 Hold? No

Short Property List

Item#	Qty	Value	Status	Description
1	1	\$0.00	EVIDENCE	EXPOSED 35 MM COLOR FILM

Narrative Section

ON FRIDAY APRIL 5, 2002 WHILE ON DUTY AT SUN-N-FUN, AT THE LAKELAND REGIONAL AIRPORT, I, SGT D. MACK, WAS ADVISED BY RADIO AT APPROXIMATELY 15:05 HOURS OF AN AIRCRAFT CRASH ON THE APPROACH END OF RUNWAY 27 RIGHT. I RESPONDED AND ARRIVED AT THE SCENE AT APPROXIMATELY 15:07 HOURS. AS I ARRIVED I NOTICED A SILVER HIGH WING AIRCRAFT LATER IDENTIFIED AS VE02 IN THE GRASS AT THE SOUTH EDGE OF RUNWAY 27 RIGHT. THE AIRCRAFT WAS STANDING ON END NOSE TO THE GROUND TAIL UP. THE TOP OF THE WINGS WERE TO THE EAST THE BELLY TO THE WEST. THE WINGS WERE ALIGNED NORTHWEST TO SOUTH EAST WITH THE LEFT WING TO THE NORTHWEST. THERE WAS NO VISIBLE FIRE. THERE WAS NO VISIBLE PERSON.

I COULD SEE THAT THERE WAS A SECOND AIRCRAFT VE01 UNDER THE SILVER AIRCRAFT. THIS AIRCRAFT WAS RED AND SILVER IN COLOR. THE CANOPY AREA OF THE AIRCRAFT WAS MISSING AND A WHITE MALE SUBJECT WAS VISIBLE IN THE COCKPIT AREA. THE MALE (VI01) JERRY DON MORRISON HAD OBVIOUS TRAUMA INJURIES.

THE SUN-N-FUN EMERGENCY RESPONSE TEAM ARRIVED AT THE SCENE AT THE SAME TIME. PARAMEDICS FROM LAKELAND FIRE DEPARTMENT AND POLK COUNTY EMERGENCY SERVICES BEGAN TREATING THE VICTIM AS HE WAS EXTRICATED FROM THE AIRCRAFT. MR MORRISON WAS TRANSPORTED, TO LAKELAND REGIONAL MEDICAL CENTER FOR TREATMENT, BY POLK COUNTY ALS AMBULANCE 28.

I OBSERVED A DEBRIS FIELD CONSISTING OF FIBERGLASS CHIPS, PLEXIGLASS, METAL PIECES OF AN AIRCRAFT AND OTHER AIRCRAFT PARTS ON THE RUNWAY EAST OF THE MAIN WRECKAGE LOCATION. THE FIRST ITEMS WERE FIBERGLASS AND PAINT CHIPS. THE DEBRIS FIELD RAN MAINLY WEST/SOUTH WEST ON AND SOUTH OF THE RUNWAY CENTER LINE AND INTO THE GRASS SOUTH OF THE RUNWAY.

I PHOTOGRAPHED THE SCENE USING A CANNON AE-1 35MM CAMERA WITH A 50MM LENS AND KODAK 400 SPEED COLOR FILM. THE FILM WAS LATER ENTERED INTO THE POLICE EVIDENCE SYSTEM.

I WAS NOTIFIED THAT (VI02) STEPHEN L PIERCE HAD CRAWLED OUT OF VE02 AND WAS ALSO BEING

TREATED BY PARAMEDICS FROM LAKELAND FIRE DEPARTMENT AND POLK COUNTY EMERGENCY MEDICAL SERVICES. MR. PIERCE WAS TRANSPORTED BY POLK COUNTY ALS AMBULANCE 15 TO LAKELAND REGIONAL MEDICAL CENTER FOR TREATMENT.

I DID NOT INTERVIEW EITHER VICTIM/PILOT.

NATIONAL TRANSPORTATION SAFETY BOARD SENIOR AIRCRAFT ACCIDENT INVESTIGATOR C. SMITH ALSO RESPONDED TO THE SCENE.

I OBSERVED AN IMPACT POINT ON THE RUNWAY SURFACE THAT MATCHED THE NOSE SPINNER OF THE PIPER VE02. MARKS ON THE PAVEMENT EXTENDED FROM THIS IMPACT POINT TO THE AIRCRAFT. THE NOSE SECTION OF THE AIRCRAFT WAS DISPLACED AND NEARLY BROKEN FREE FROM THE AIRFRAME. THE RIGHT WING HAD COMPRESSION DAMAGE TO THE LEADING EDGE AND WAS DISPLACED TO THE REAR. THE LEFT WING HAD COMPRESSION DAMAGE TO THE LEADING EDGE.

THE WING TIP NAVIGATION LIGHTS WERE BROKEN AND SEPARATED FORM THE WINGS.

THE PROPELLER EXHIBITED TORSIONAL S BENDING AND CORD WISE SCORING. THERE WAS EVIDENCE OF MULTIPLE PROPELLER STRIKES WITH PAINT TRANSFER ON THE CURVED SURFACE OF THE PROPELLER.

THE WINDSHIELD WAS BROKEN.

THE FUSELAGE WAS BENT AFT OF THE CABIN AREA.

THERE WAS NO VISIBLE DAMAGE TO THE VERTICAL FIN, RUDDER, ELEVATORS OR HORIZONTAL STABILIZER.

THE INSTRUMENT PANEL WAS DISPLACED AFT AND BENT.

THERE WAS FUEL LEAKAGE, FROM THE CENTER FUEL TANK, IN THE FORWARD COCKPIT AREA. THE FUEL SELECTOR VALVE MECHANISM WAS BROKEN.

VE02 THE RV-6 WAS FLAT ON THE GROUND. THE COCKPIT CANOPY WAS MISSING. THERE WAS EVIDENCE OF MULTIPLE PROP STRIKES IN THE COCKPIT AREA.

THERE WAS AN IMPACT DAMAGE AREA JUST AFT OF THE CABIN.

THE NOSE SECTION/ENGINE AREA HAD SIGNS OF IMPACT AND BLUE PAINT TRANSFER.

THE TAIL SECTION EXHIBITED DAMAGE TO BOTH STABILIZERS ELEVATORS AND VERTICAL FIN/RUDDER. THE NOSE OF THE PIPER WAS ON TOP OF THE RIGHT ELEVATOR AND DISPLACING THE VERTICAL FIN.

THE SCENE WAS MEASURED USING A LASER MEASURING DEVICE TO PLOT THE AIRCRAFT AND DEBRIS. USING THE TAXI WAY "A" AT "C" SIGN, LOCATED ON THE NORTH SIDE OF THE TAXIWAY/RUNWAY 27 RIGHT AS A REFERENCE POINT (RP) FOR ALL MEASUREMENTS.

THE DEBRIS FIELD BEGAN 81 FEET 1 INCH WEST OF THE RP AND EXTENDED WEST ALONG RUNWAY 27 RIGHT, FROM THE RP TO THE FINAL WRECKAGE LOCATION 503 FEET 11 INCHES. THE MAIN WRECKAGE AREA WAS WEST OF THE RP 481 FEET 9 INCHES. VE01 PIPER WAS FROM THE RP WEST 473 FEET 4 INCHES, 41 FEET 4 INCHES SOUTH OF THE RUNWAY CENTER LINE. VE02 RV-6 WAS 476 FEET WEST OF THE RP 44 FEET 4 INCHES SOUTH OF THE RUNWAY CENTER LINE. (SEE DIAGRAM)

THERE WERE IMPACT MARKS ON THE RUNWAY FROM THE TWO AIRCRAFT 446 FEET 6 INCHES WEST OF THE RP AND 30 FEET 7 INCHES SOUTH OF THE RUNWAY CENTER LINE. SKID MARKS EXTENDED SOUTH WEST FROM THE TERRAIN IMPACT POINT TO THE WRECKAGE.

A TAXI WAY LIGHT WAS STRUCK AND BROKEN SOUTH OF THE RUNWAY BETWEEN THE TERRAIN IMPACT POINT AND THE FINAL WRECKAGE LOCATION.

WEATHER OBSERVATION TAKEN AT 14:53 HOURS BY THE LAKELAND TOWER WAS: CLEAR, 10 MILES

VISIBILITY, WIND 310 DEGREES AT 13 KNOTS TEMPERATURE 77 DEGREES FAHRENHEIT, DEW POINT 52 DEGREES FAHRENHEIT, BAROMETER 30.06 INCHES OF MERCURY.

AT THE COMPLETION OF THE AT SCENE INVESTIGATION, BOTH AIRCRAFT WERE REMOVED TO A SECURE STORAGE AREA BY THE SUN-N-FUN EMERGENCY RESPONSE TEAM, FOR FURTHER INVESTIGATION.

I WAS ADVISED BY LAKE LAND REGIONAL MEDICAL CENTER EMERGENCY ROOM STAFF THAT (VI01) JERRY DON MORRISON DIED AT THE HOSPITAL AT 19:44 HOURS. TRAVIS COUNTY TEXAS SHERIFF DEPARTMENT WAS CONTACTED VIA TELETYPE TO NOTIFY THE NEXT OF KIN. I SPOKE BY PHONE WITH DEPUTY BOB BURNETT AT THE VICTIMS RESIDENCE AND WAS ADVISED THAT THE WIFE HAD BEEN NOTIFIED OF THE DEATH.

I CONTACTED THE MEDICAL EXAMINER'S OFFICE AND SPOKE WITH MS. S. WILSON, I PROVIDED THE LPD CASE NUMBER AND RECEIVED THE M.E. CASE NUMBER FA 02-171.

Clearance Section

Clearance Type: Exceptional Clearance
Clearance: N/A

Exceptional Clearance Type: Not Applicable
Clearance Date: Apr 05, 2002