



National Transportation Safety Board

Memorandum

Date: August 02, 2011 at 1300 Eastern Daylight Time

Name: Giovanni Naselli – Witness

Subject: ERA11LA240 – Aircraft Accident Involving N3547C in Richmond, VA

During an interview, Mr. Naselli stated the following:

- He is a firefighter at the Richmond International Airport. He and his Captain, Kevin Garber, were standing on the fire station ramp near taxiway 'C' and watching aircraft arrive and depart from the airport.
- He observed the accident airplane begin its takeoff normally, but then was alarmed to see the airplane begin to climb nearly vertically, "like an airplane at an airshow."
- The extreme pitch up attitude and climb the airplane exhibited made him think something was wrong, so he began running toward the fire truck with the intent of responding to a crash.
- He did not see the airplane impact the ground, but by the time he had boarded the fire truck, the crash alarm had sounded. He responded immediately to the accident site and began fire suppression, and extracted the pilot from the wreckage.
- The airplane's engine sound during the initial phase of the takeoff was normal, smooth, and continuous. When the airplane pitched up vertically, then engine sound changed, giving him the impression that the engines had 'throttled up' or increased in power. The vertical pitch up began about when the airplane had reached the runway/taxiway C intersection.



National Transportation Safety Board

Memorandum

Date: August 03, 2011 at 0830 Eastern Daylight Time

Name: David Garber – Witness

Subject: ERA11LA240 – Aircraft Accident Involving N3547C in Richmond, VA

During an interview, Mr. Garber stated the following:

- He was standing on the firefighting ramp with Mr. Naselli watching airplanes arrive and depart.
- The accident airplane was departing from runway 20, and lifted off into the air prior to reaching the intersection with taxiway 'C'. The airplane initially pitched up to between 40 and 45 degrees. The airplane's pitch incrementally increased until it reached near vertical (he estimated the pitch angle to be about 75 to 80 degrees nose up).
- Upon reaching about 300 feet above the ground, the airplane pitched forward and briefly leveled. The airplane then pitched down, before leveling after descending about 60 feet. By this point, he realized that the airplane was going to crash, and he began preparing to respond.
- He could not recall hearing what the airplane sounded like during the accident sequence.
- The winds were out of the south at 15 to 20 knots.