

## Liedler Courtney

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**From:** Jason Hurd <[REDACTED]>  
**Sent:** Wednesday, September 10, 2014 11:18 AM  
**To:** Liedler Courtney  
**Subject:** Fwd: N228LL  
**Attachments:** 0767\_001.pdf

Courtney,

Attached are the fuel records I have for Mr. Oliver Frasca. These are only records that show purchases made from our system with a credit card with his name on it. He purchased the aircraft some time in 2014, I am thinking in May. So earlier purchases would have been for his previous airplane. Also, he could have used another card with a different name or possibly a company name - without the particular card info I could not provide any records for those transactions.

As requested here is a statement of the events I witnessed on the day of the accident:

On September 30, 2014 I was on a return flight from Granby Colorado and was on a gradual descent to lose altitude after coming over the divide. At approximately 11:35 I tuned into the unicom frequency for KEIK to monitor for traffic and also started monitoring the AWOS to get an idea of the wind conditions, skies were clear so my only concern was the winds. I would guess that I checked winds from the AWOS at least 4 times in between when I first tuned in and before I landed. Each time I picked up winds - it was clear from both direction and velocity that winds were favorable to a 15 landing. At one point I checked and remember winds were 9 gusting to 13 almost straight out of the south. As I continued to approach the airport I heard a piper meridian aircraft make a radio call that he was departing runway 15. I also heard N228LL make a radio call that he was approaching from the south and was planning a straight in approach to runway 33. I do not remember who made the first call and who made the follow up call but I did note several things about the communication that took place. 1. I was immediately concerned about the fact that N228LL was attempting to land with what I considered to be a considerable tailwind. I also was concerned about the obvious potential conflict between a departing aircraft and a approaching aircraft attempting to use opposite runways. 2. I sensed some concern, based on the tone of his voice, from the departing meridian pilot. I assume his concern was the head on departure and arrival situation.

Here are the radio communications as I remember them (I don't remember the N number of the meridian):

Meridian - Erie traffic meridian 123 departing runway 15  
N228LL - Erie traffic N228LL approaching from the south landing straight in runway 33  
A few seconds later - Meridian 123 just departed runway 15 on the upwind  
N228LL - roger I am on your port side  
Maybe 30 seconds later - N228LL is going around and is going to re-enter for runway 15.  
seconds later - shit, oh shit...

Then I heard a pilot call the FBO/unicom to ask for assistance  
Someone from unicom said that emergency personal were en route  
another pilot transmitted that an aircraft was down at mid field  
I communicated with that pilot to find out if the accident was on the runway or would prohibit me from landing. I do not remember if he answered me or not.

I proceeded inbound - saw the location of the downed aircraft, seeing that it was not on the runway or anywhere near the edge of the runway I made an uneventful landing on runway 15. I would estimate I landed at 11:58 within 5-10 minutes of when the accident occurred. I estimated that the winds at the time I landed were out of the south gusting to 15 almost straight down runway 15.

Just a note: I am sure you have experts that know systems probably better than I do but I did want to let you know that N228LL had recently had an upgraded avionics package installed. Garmin avionics with an air data computer and AHRS (attitude and heading reference system) computer and a WAAS GPS. In many installations these computers have the ability to write data to an SD card. If equipped it could provide position, pitch and bank angles, airspeed and altitude.

Please contact me if you have any questions or need any additional information.

Jason

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