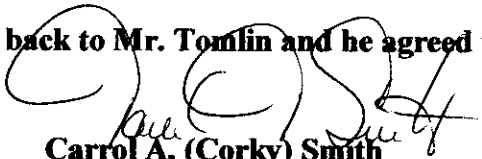


STATEMENT

**Samuel C. Tomlin
Dayton ATCT
Dayton International Airport
Room 200 Terminal Building
Vandalia Ohio 45377
(937) 454-7336**

Mr. Tomlin stated he was working as the local controller at Lakeland-Linder Regional Control Tower at the time of the accident and Mr. Weaver was working with him shortly after 1500 EST on 04/05/02. Several airplanes were approaching the airport from the north. The maroon RV6A was in front of the gray Piper PA-16 on the downwind. He called the base leg for the RV6A pilot and he was slow to respond to his instructions. He called the base leg for the PA-16 and the separation looked good between the two airplanes and he planned on landing them both to runway 27 right, but he withheld the landing clearance until he was sure he had good separation on both airplanes. He realized that they were both not going to be able to land on 27 right because the PA-16 was overtaking the RV6A. He instructed the RV6A to side step to runway 27 left, but the pilot did not respond to his instructions. He repeated the instructions to the RV6A pilot with no action taken by the pilot. He then informed to PA-16 to climb and no action was taken. He observed the nose of the RV6A pitch up violently and observed both airplanes collide with the ground.

Read the statement back to Mr. Tomlin and he agreed with the statement


**Carrol A. (Corky) Smith
Senior Air Safety Investigator
April 5, 2002**

N LAL TEMPORARY ATCT

**PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
LAKELAND AIRPORT TEMPORARY TRAFFIC CONTROL TOWER**

ACTION: Complete in accordance with FAA Order 8020.11, Paragraph 75, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident/incident involving N3333S and N5293H
at LAL ATCT, on 4/5/2002, at 2005 UTC.

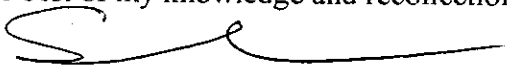
My name is Samuel P. Tomlin (TN). I am employed as an ATCS

by the Federal Aviation Administration at Lakeland Temporary Air Traffic Control Tower.

I was working the Local Control position from _____ to _____.

Text of statement: I instructed maroon low wing to turn Right base from right base. I also called the base leg of the Highwing tail Dragger. The high wing was catching the low wing Aircraft on final so I instructed the low wing to switch Runways to 27^L The big Runway. No actions were observed, so I took actions to have the high-wing Aircraft to climb and Avoid the low wing. No actions were observed. low wing pitched up violently and impacted the high wing. Both Aircraft fell to the Ground.

I certify, to the best of my knowledge and recollection, the above statement is correct.

Signature  Date 4/5/2002

I do not remember what the various settings of the Operational equipment were at the time of the accident.

LAL-ATCT-027
N5293H AND N3333S

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
LAKELAND AIRPORT TEMPORARY TRAFFIC CONTROL TOWER

ACTION: Complete in accordance with FAA Order 8020.11, Paragraph 75, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusion, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement. **Personnel statements for AIRCRAFT ACCIDENTS shall contain operational equipment configuration. Statements that do not contain equipment configuration shall have a single sentence stating such. (*operating initials).**

This statement concerns the accident/incident involving N3333S and N5293H at _____

(LAL) LAKELAND Airport on 4/5/2002 2005 UTC. My name is

Samuel C. Tomlin (CTN). I am employed as a ATCS

_____ by the Federal Aviation Administration at Lakeland Temporary

Air Traffic Control Tower. I was working the LOCAL Control NORTH

position from _____ UTC to _____ UTC.

Text of statement: I instructed maroon Low-wing to turn right b

from right base. I also called the base leg of the High-wing tail legs. The high wing was catching the low wing Aircraft on final, so I instructed the Low wing to switch runways to 27L, the big runway. No actions were observed, so I took actions to have the high-wing aircraft to climb to avoid the low wing, No actions were observed. Low-wing pitched up violently and impacted the high wing. Both Aircraft fell to the ground!

I certify, to the best of my knowledge and recollection, the above statement is correct.

Samuel C. Tomlin 4/5/2002
Signature and date

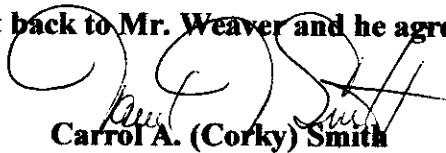
I don't remember what the various settings of the operational equipment were at the time of the accident.

STATEMENT

Ronald W. Weaver
Tampa ATCT
Tampa International Airport
Tampa, Florida 33607
(813) 371-7700

Mr. Weaver stated he was working as the Team Leader at Lakeland-Linder Regional Control Tower training and spotting aircraft for Mr. Tomlin at the time of the accident on 04/05/02. There was a red and white single engine low wing airplane that was approaching the airport at the wrong altitude. The airplane was flying at about 1,700 feet which is the altitude assigned for twin-engine airplanes. He was supposed to be at 1,200 feet. They were trying to get the red and white airplane to descend so they could keep up with the flow of traffic. The pilot of the red and white airplane would not respond to any of there instructions. There were two other tail dragger airplanes that were in front of the maroon RV6A and the gray PA-16. He instructed Mr. Tomlin to have the RV6A to turn downwind and the pilot complied with his instructions. At the same time he told the red and white airplane to turn eastbound. The airplane was high and not descending. He told Mr. Tomlin to turn the RV6A on base and the RV6A pilot complied. At the same time the red and white airplane turned base. He told Mr. Tomlin to have the red and white airplane go to 27 left the wide runway, but the red and white airplane lined up behind the landing tail dragger on runway 27 right. The tail dragger landed but was at a slow taxi, so they told him to speed it up due to landing traffic, which was the red and white airplane. He instructed Mr. Tomlin to have the RV6A to side step to runway 27 left, but the RV6A pilot did not comply with the instructions. At the same time the PA-16 was instructed to turn base. The RV6A was informed again to side step to runway 27 left with no response. The PA-16 was on final and was overtaking the RV6A. Mr. Tomlin told the PA-16 to keep it up due to a low wing aircraft below him. It then appeared that the PA-16 was in front of the RV6A. He observed the nose of the RV6A pitch up violently. He thought the RV6A had pulled up into the PA-16. They collided about 80 to 100 feet above the runway and collided with the ground together.

Read the statement back to Mr. Weaver and he agreed with the statement



Carrol A. (Corky) Smith
Senior Air Safety Investigator
April 5, 2002

**PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
LAKELAND AIRPORT TEMPORARY TRAFFIC CONTROL TOWER**

ACTION: Complete in accordance with FAA Order 8020.11, Paragraph 75, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident/incident involving N3333S AND N5392H
at Lakeland Temporary ATCT, on 4-5-02, at 2005 UTC.

My name is Ronald W Weaver (RD). I am employed as an Air Traffic Controller,
by the Federal Aviation Administration at Lakeland Temporary Air Traffic Control Tower.

I was working the Local North (monitoring) position from _____ to _____
spotting

Text of statement:

I was monitoring/spotting Sam on LCL North. The RV6 was told to turn downward. Pilot did this. PAZZ was told to turn base and pilot did. Sam told PAZZ to turn base and he did. Because of slower taxiing a/c on 27R, Sam told RV6 to slide over to 27L, the big runway, cleared to land 27L. No action taken by pilot. At this time PAZZ observed to have over taken RV6 and PAZZ advised to keep it flying, climb and keep it flying because RV6 was below him. Then I observed RV6's nose turn straight up and the two a/c collided with each other and then the ground.

I certify, to the best of my knowledge and recollection, the above statement is correct.

Signature Ronald W Weaver Date 4/5/02

I do not remember what the various settings of the operational equipment were at the time of the accident.

LAL TCT-027
N5293H AND N3333S

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
LAKELAND AIRPORT TEMPORARY TRAFFIC CONTROL TOWER

ACTION: Complete in accordance with FAA Order 8020.11, Paragraph 75, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusion, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

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This statement concerns the accident/incident involving N3333S AND N5293H at LAKELAND - (LAL)
LINDER REGIONAL AIRPORT on APRIL 5, 2002 AT 2005 UTC. My name is
JAMES W. GRINER (GR). I am employed as an AIR TRAFFIC
CONTROL SPECIALIST by the Federal Aviation Administration at Lakeland Temporary
Air Traffic Control Tower. I was working the LOCAL SOUTH / GROUND CONTROL
position from 2000 UTC to 2020 UTC.

Text of statement:

I WAS WORKING THE LOCAL SOUTH / GROUND CONTROL POSITION UNDER DIRECT SUPERVISION. AT APPROXIMATELY 2005Z I HEARD LOCAL NORTH TRANSMITTING TO TWO AIRCRAFT ON FINAL TO RUNWAY 27R. I OBSERVED A RED LOW-WING AIRCRAFT JUST SLIGHTLY LOWER THAN A HIGH-WING AIRCRAFT, BOTH IN LINE WITH THE RUNWAY. THE RED AIRCRAFT APPEARED TO CLIMB SLIGHTLY. THE TWO AIRCRAFT MADE CONTACT, STAYED TOGETHER AND CRASHED IN THE GRASS NEAR THE RUNWAY. I DO NOT REMEMBER THE VARIOUS SETTINGS OF THE EQUIPMENT AT THE TIME OF THE ACCIDENT.

I certify, to the best of my knowledge and recollection, the above statement is correct.

James W. Griner 4-5-02
Signature and date


STATEMENT

Wesley H. Carter



Mr. Carter stated he was working as a departure controller on runway 27 right. Mr. Miles came over to see if they needed a break or some water. He looked back towards the final approach and observed the maroon colored RV6A and the gray PA-16 on final in close proximity to each other and thought they were a formation flight. The PA-16 appeared to be overtaking the RV6A and both airplanes were descending towards runway 27 right. He watched the airplanes as they went past his location. He observed the left main landing gear of the PA-16 collide with the fuselage of the RV6A just behind the pilot. The nose of the RV6A pitched up and the propeller of the PA-16 collided with the cockpit area of the RV6A. Both airplanes collided with the ground together. When asked if he heard any radio traffic between the local controller in the tower and the pilot of the RV6A or the PA-16 pilot, he stated he was on the ground frequency and was not monitoring the local controller frequency.

Read the statement back to Mr. Carter and he agreed with the statement



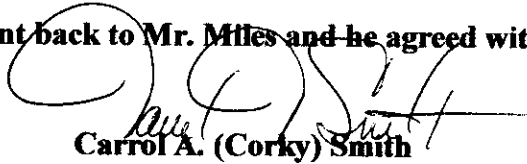
Carrol A. (Corky) Smith
Senior Air Safety Investigator
April 5, 2002

STATEMENT

**Carroll Bruce Miles Jr.
Air Traffic Control Tower
5507 Josh Birmingham Parkway
Charlotte, North Carolina 28208
(704) 359-1022**

Mr. Miles stated he was a team leader at Lakeland-Linder Regional Airport on 04/05/02. He was located at the approach end of runway 27 left in-between runway 27 right. He walked over to the controllers that were working 27 left to see if they needed a break or some water. He then walked back over to runway 27 right to see if the controllers there needed a break or some water. He looked back towards the final approach and observed the RV6A and the PA-16 on final in close proximity to each other. At first he thought they were formation flying and were trying to land on the same runway together. The RV6A was slightly in front of the PA-16, and they were descending through about 1,000 feet. The RV6A appeared to slow down or the PA-16 speed up, but he did not hear any change in engine noise from either airplane. He immediately hollered on the radio that you have two airplanes close together. The PA-16 airplane appeared to increase his airspeed and rate of descent. The PA-16 left main landing gear collided with the rear of the RV6A fuselage just behind the pilot at about 80 to 100 feet above the ground. The RV6A nose pitched up and the PA-16 propeller appeared to strike the cockpit area. Both airplanes impacted the ground together. When asked if he heard any radio traffic between the local controller in the tower and the pilot of the RV6A or the PA-16 pilot, he stated he was on the ground frequency and was not monitoring the local controller frequency.

Read the statement back to Mr. Miles and he agreed with the statement



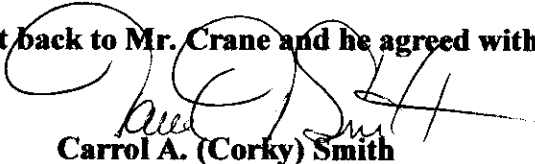
**Carrol A. (Corky) Smith
Senior Air Safety Investigator
April 5, 2002**

STATEMENT

**James D. Crane
Air Traffic Control Tower
5200 Airport Messer Highway
Birmingham, Alabama 35212
(205) 590-0900**

Mr. Crane stated he is a control tower operator and was in Lakeland-Linder Tower observing the flight operations in progress at the time of the accident, and was not in a duty status at the time of the accident. He observed the gray Piper PA-16 and the maroon RV6A approach the airport from Lake Parker. The RV6A was ahead of the PA-16. The PA-16 passed the RV6A while he was on a right downwind for runway 27R. He observed the RV6A turn base leg in front of the PA-16. He then observed the PA-16 pull in front of the RV6A on the base to final. He heard the controller instruct the RV6A pilot to sidestep to the left to runway 27L about 5 or 6 times, but the RV6A did not respond to the controller's instructions. The controller subsequently told the PA-16 pilot to keep it flying that there was a low wing airplane under him. The PA-16 pilot did not respond to the controller's instructions. The RV6A and the PA-16 collided about 80 to 100 feet above the ground and came down together.

Read the statement back to Mr. Crane and he agreed with the statement


**Carrol A. (Corky) Smith
Senior Air Safety Investigator
April 5, 2002**



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Flight Standards District Office
5950 Hazeltine National Drive
Orlando, Florida 32822-5022
407-816-0000, Fax: 407-816-0507
000-000-0000

Subject: INFORMATION: INSPECTORS STATEMENT

Date: April 6, 2002

From: David M. Lusker, Aviation Safety Inspector, Operations

Reply to
Attn. of:

407-816-0000 ext.178

To:

Information pertaining to the route of flight of N3333S, RV-6 on 4 and 5 April 2002.

N3333S talked to San Angelo Texas (SJT) FSS approximately 9:55 PM Local indicating that he was going to depart San Marcos, TX (HYI) with an intended stop in Gulfport, MS or Mobile, AL.

Gulfport MS FBO at 1-800-443-0709 or 1-228-863-2570. The linemen remember the tail number. Fuel receipts can be checked on Monday 8 April 2002 with Leslie at the telephone numbers above. Departure time was undetermined.

At 1830Z on 5 April 2002, Tindall Approach Control picked up N3333S on the 207 degree radial of the Wiregrass VOR at 27 DME. He indicated that he was going to land at Cross City Airport (CTY), Florida.

I contacted Dixie Aviation at 352-498-6656 Cross City Airport. They did not have a fuel slip on N3333S.

The arrival and departure times at CTY could not be determined.

David M. Lusker
Orlando FSDO
407-816-0000 ext 178

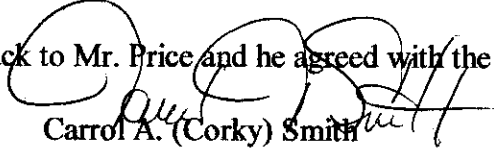
STATEMENT

Gilbert H. Pierce



Mr. Pierce stated that on 04/05/02 that he and his wife and son departed Perry, Florida at about 1330 EST enroute to Lakeland, Florida. He was flying his red PA-16, N5834H and his son was flying his gray PA-16, N5293H. No flight plan was filed for either airplane, however he did received a DUATS weather briefing for his airplane before he departed Germantown. When they arrived at Perry the both topped off their fuel tanks. His airplane took about 16 gallons and his son took 14 ½ gallons. They arrived in the Lakeland area around 1500 EST and followed the instructions for the Lake Parker arrival. His son was in front of their airplane and they were in sequence for landing. They were both put in a right downwind for runway 27. They were at 1,200 feet and 70 knots of airspeed. The controller told the maroon low wing to go straight to the numbers 27 right and that he did not want a base. The controller instructed his son to turn a base. He then told the maroon airplane come on work with me, fly it down to the numbers. The controller instructed him to turn base. He subsequently told the maroon airplane to slide over to the left to the big runway. He observed the maroon airplane and thought he was set up for the big runway and he started drifting to the left when the collision occurred.

Read the statement back to Mr. Price and he agreed with the statement



Carrol A. (Corky) Smith
Senior Air Safety Investigator
April 6, 2002