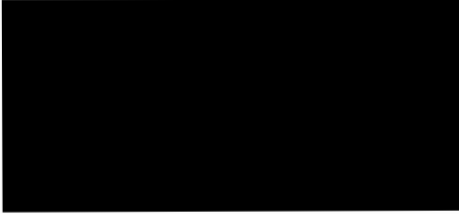


STATEMENT

Ronald E. Williams



Mr. Williams stated he was standing in his back yard and was not wearing his watch. He estimated the time between 0900 to 0930 on July 8, 2009. He heard a small plane located to the northeast of his home. The engine was at a very high rpm and sounded like it was under "allot of strain." The engine noise lasted about 3 seconds and then there was complete silence, followed by an impact sound which he attributed to thunder.

Mr. Williams walked around to his front porch where his wife was located and asked her if she heard an airplane and she stated she did, however she did not hear the impact sound.

Mr. Wilson stated the weather at the time was overcast clouds at about 200 feet, light rain and distant thunder. Mr. Williams further stated the weather had been bad all morning with thunderstorms moving in and out of the area. When asked if he called the 911 emergency operator to report what he heard, Mr. Williams stated no, because he thought the impact sound was thunder.

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

A handwritten signature in black ink that reads "Carrol A. (Corky) Smith". The signature is written in a cursive style and is positioned above a thick horizontal black line.

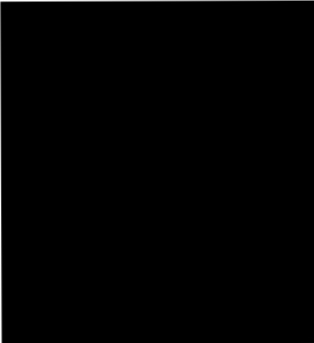
Carrol A. (Corky) Smith

Senior ASI

July 9, 2009

STATEMENT

Daniel H. Begley



Mr. Begley stated the accident airplane was based at FD77. He further stated on July 8, 2009, the pilot was flying from FD77 to Athens, Tennessee, (MMI) to pick up the owner of the FD77 airport, and fly her back to FD77. The pilot had flown the owner of FD77 to MMI on July 2, 2009, in order for her to visit some of her family. Before departing on the flight the pilot obtained 25.3 gallons of low lead fuel which was a top off. Mr. Begley stated when he arrived at the airport on July 8, 2009, a little after 0800 EDT, that someone told him that the pilot had already departed on the flight.

Mr. Begley stated the pilot last obtained 26.3 gallons of 100 low lead fuel on July 4, 2009, in preparation for the flight back to MMI. The airplane was topped off with fuel and not been flown by the pilot until the day of the accident. When asked if he knew where the pilot kept the airplane logbooks or his pilot logbook, Mr. Bagley stated they would be in the pilot's airplane, car, hangar or his home.

Mr. Begley stated the airport manager called him later in the day asking if he had heard from the pilot and he told her he had not heard from him. She called again on July 9, 2009, and asked again if he had heard from the pilot and he stated no.

When asked if he knew if the pilot filed a flight plan or obtained a weather briefing before he departed, he stated he did not know, but one of the search personnel stated the pilot did not file a flight plan.

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

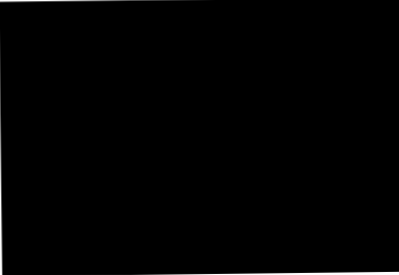
A handwritten signature in black ink, which appears to read "Carrol A. (Corky) Smith". The signature is partially obscured by a thick black horizontal redaction bar.

Carrol A. (Corky) Smith

Senior ASI

STATEMENT

Jeffrey A. Jauschneg



Mr. Jauschneg stated he is the son-in-law of the deceased pilot. Mr. Jauschneg stated he received a phone call from the son of the pilot at about 0930 EDT on July 9, 2009 telling him that his father's airplane was missing. He informed him, that a Pearl Mc Craw had contacted a friend, and that the friend called him and told him the airplane was missing. Ms. Mc Craw had informed his friend that his father was flying from Wimauma, Florida, to Athens, Tennessee, and then flying her back to Wimauma.

When asked if he knew where his father kept the airplane logbooks and his pilot logbook, Mr. Jauschneg stated he did not know. He stated his father-in-laws car was at the Wimauma Airport and he would check the car and get back on the status.

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

A handwritten signature in black ink that reads "Carrol A. (Corky) Smith". The signature is written over a thick black horizontal line.

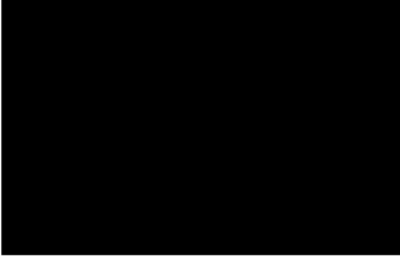
Carrol A. (Corky) Smith

Senior ASI

July 9, 2009

STATEMENT

Jeffrey A. Jauschneg



Mr. Jauschneg called and stated that the family has not been able to locate the aircraft logbooks or the pilot's logbook.

A handwritten signature in black ink that reads "Carrol A. (Corky) Smith". The signature is written over a thick horizontal black line.

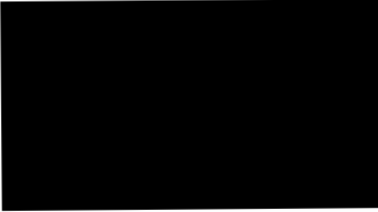
Carrol A. (Corky) Smith

Senior ASI

July 13, 2009

STATEMENT

Pearl Mc Craw



Ms. McCraw stated she is the owner of Wimauma Air Park (FD77) located in Wimauma, Florida, and she is a friend of the pilot of N774US. Ms. Mc Craw stated she talked to the pilot on the evening of July 7, 2009, to coordinate him flying up and picking her up at McMinn County Airport (MMI) located in Athens, Tennessee and returning her to FD77.

The pilot informed her that he would be going VFR and that he planned on departing FD77 at about 0730 EDT. Ms. Mc Craw stated he actually departed around 0800 EDT. She did not know if the pilot filed a flight plan or obtained a weather briefing for the flight. The pilot informed her that he planned on arriving around 1100 EDT, and that he would call her when he arrived at MMI.

Ms. Mc Craw stated that when she did not hear from the pilot at the appointed time, she went out to the MMI and waited on the pilot to arrive. She departed the airport and went to an appointment and returned back to the airport at 1330 EDT. The pilot was still not there, so she called her airport manager at FD77 and asked if he had heard anything from the pilot. The airport manager stated he had not heard anything from the pilot.

Ms. Mc Craw stated she knew the weather was stormy along his route of flight and figured the pilot went to an alternate airport, landed, and could not get in touch with her because he did not have cell phone coverage.

She called her airport manager in the morning on July 9, 2009, and asked if he had heard anything from the pilot. The manager said no, they in turn called the flight service station, and reported the airplane as missing.

When asked if the pilot was married she stated he was divorced and had two children. When asked if she knew where the pilot kept the airplane logbooks and his pilot logbook, she stated she did not know. Ms. Mc Craw stated the pilot held a repairmen certificate and that he completed the last condition inspection on the airplane in June 2009.

Read the statement back to Ms. Mc Craw and she agreed with the statement.



Carrol A. (Corky) Smith

Senior ASI

July 9, 2009

Smith Corky

From: Marshall, Agnes [REDACTED]
Sent: Friday, July 10, 2009 8:30 AM
To: Smith Corky
Subject: RE: NTSB Accident Request, ERA09LA392

Corky,

No services were provided by LM or DUATS.

Have a good weekend!

Agnes Marshall

[REDACTED]

From: Smith Corky [REDACTED]
Sent: Friday, July 10, 2009 12:13 AM
To: Marshall, Agnes
Cc: Smith Corky
Subject: NTSB Accident Request, ERA09LA392

Agnes,

I am working a fatal accident involving a Noles, Vans RV7A, N774US, that crashed in the vicinity of Sanderson, Florida, on July 8, 2009, at about 1030 EDT. The pilot departed from Wimauma Air Park (FD77), Wimauma, Florida, at about 0800 EDT enroute to McMinn County Airport (MMI), Athens, Tennessee. I need to know if the pilot called any of your stations and filed a flight plan or obtained a weather briefing for the flight on July 7, 2009 or July 8, 2009. If he did I will need a written transcript with time channel.

Please contact me by e mail or on my cell phone listed below and let me know if you had any contact with the pilot.

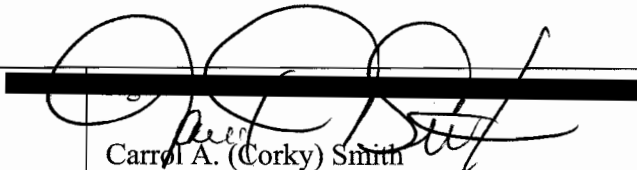
Thank you for your assistance.

Carrol A. (Corky) Smith

National Transportation Safety Board

Eastern Region

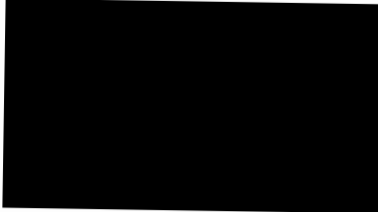
Senior Air Safety Investigator

<u>NATIONAL TRANSPORTATION SAFETY BOARD</u>		Time	Date 7/9/2009
RECORD OF: <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE <input checked="" type="checkbox"/> TELEPHONE CALL			
Name (s) of Person (s) contacted or in conference and location		Routing	
DUATS [REDACTED]		Symbol	Initials
Subject: N 774US, RV7A			
Digest: Called the DUATS technician on call and asked if the pilot of N774US had called and obtained any services for flight plans or to obtain a weather briefing on July 7, 2009, or July 8, 2009, for a flight from FD77 to MMI. The technician stated that no service had been supplied to the pilot on either date.			
Conclusions, Action Taken, or Required:			
Date	Title	 Carrol A. (Corky) Smith	
7/9/2009	Senior ASI, NTSB, ERA		

STATEMENT

Lt. Doug York

Union County Sheriff Office



Lt York stated the Union County Sheriff Office dispatcher received a phone call from the Columbia County Sheriff Office on July 9, 2009, located in Lake City, Florida at about 1415 EDT. The caller informed them there may be a downed aircraft in their area and provided the grid coordinates. Lt. York called the Union County Flight Control and gave them the coordinates. Flight control plotted the coordinates and stated the coordinates were in Baker County Sheriff operational area. Lt. York stated they called Baker County and provided them with the coordinates and there was no further action taken by Union County Sheriff's office.

Read the statement back to Lt. York and he agreed with the statement.

A handwritten signature in black ink that reads "Carrol A. (Corky) Smith". The signature is written over a thick black horizontal line.

Carrol A. (Corky) Smith

Senior ASI

July 10, 2009