

## STATEMENT

Thomas Han  
[REDACTED]

Port St. Lucie, Florida 34987  
[REDACTED]

Mr. Han stated he is a private pilot with an instrument rating and has about 700 hours total flight time in the S-51D, and has a total of about 3,000 total flight hours. He was a demo pilot for the Stuart P-51D and worked for the company for about 5 years located in Vero Beach, Florida. The company closed its doors about 1 year ago. The stall speed for the accident airplane is 80 mph clean (gear/flaps up) and 70 mph dirty (gear/flaps down). He lives in a fly-in community located at [REDACTED], and the deceased pilot, James J. Krejci, is a friend and neighbor who lives across the runway. On February 26, 2002, Mr. Han, the pilot's wife, and another man by the name of Phil helped the deceased pilot push the airplane out of the hangar. The pilot normally did his preflight inspection in the hangar. It was obvious the pilot had completed a preflight inspection because he had removed all of the exhaust, air intake, cooling air plugs, two fuel line vent plugs and the pitot cover from the airplane before it was pushed out. On February 26, 2002, at about 1606 EST Mr. Krejci departed on a 14 CFR Part 91 personal flight to the west. Mr. Krejci was located in the front seat with the 5-point seatbelt and shoulder harness and flight helmet on. No flight plan or weather briefing was obtained that he is aware of and the flight was going to be a local flight. The landing gear was retracted after takeoff. The pilot made a pretty steep left crosswind departure turn estimated between 45 to 50-degrees angle of bank at about 200 to 300 AGL. The airplane was observed to enter into an accelerated stall. The left wing dropped and the nose pitched down. The airplane was observed to recover from the stall and encountered a secondary stall. There was no change in engine noise; the airplane appeared to run at takeoff power. The airplane hit the ground wings level, tail first followed by the fuselage. The whole flight lasted about 1 minute. When asked if he knew of any other witnesses, he stated that Mr. Krejci's wife Martha and Phil might have seen the accident sequence. When asked if he knew where the airplane logbooks were located, Mr. Han stated the pilot stated the airplane was due an annual pretty soon and he thought they were at his home in Wisconsin. The airplane has a water-cooled fuel injected Chevrolet 502HO 500 horsepower engine. It was equipped with an ELT and it was located outside of the airplane wreckage. Mr. Han stated the airplane was not insured. Mr. Han stated he would recover the airplane from the crash site to the airpark in order to assist the family from incurring any additional expenses, and it would be secured until the FAA could examine the airplane.

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

[REDACTED]  
Carol A. (Corky) Smith  
Senior Air Safety Investigator  
June 25, 2002

## Statement

**Randall J. Opat**  
[REDACTED]

**Jupiter, Florida 33458**  
[REDACTED]

Mr. Opat stated he is a rated pilot and lives on [REDACTED] located about 1/3 down the runway 27 at Treasure Coast Airpark. On 02/26/02 he was working outside on his deck at his house, which faces runway 27 between 1500 and 1600 hours. He heard the sound of the S-51D doing an engine run up. The engine sounded normal and he did not look down towards the Krejci residence since his house is blocked from view by trees. A short time later he heard the airplane start its takeoff roll and looked down the runway and observed the S-51D. Just before the tail came off the ground he heard an engine sound similar to dropping a cylinder like a belch, and it appeared to come from the right side because he saw a small wisp of smoke. The airplane continued the takeoff roll and there was sufficient runway remaining for the pilot to abort the takeoff if he elected to do so. The airplane was observed to continue its takeoff roll. The airplane passed his location and the tail came off the ground and the airplane belched again, and then the engine sound smoothed out. The airplane lifted off the runway and disappeared from view behind some trees. A neighbor came over (Rob) and said he heard the S-51D engine make a noise on takeoff. Another neighbor (Tony) came over and said the S-51D had crashed.

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

[REDACTED]  
**Carrol A. (Corky) Smith**  
**Senior Air Safety Investigator**  
**March 12, 2002**

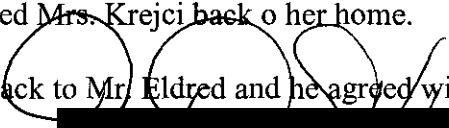
## STATEMENT

Thomas A. Eldred

Jupiter, Florida 33458

Mr. Eldred stated he is an airline transport pilot with ratings for ASEL, AMEL, instrument airplane, and he has recorded about 14,000 total flight hours. On February 26, 2002, he was located at his residence located at [REDACTED] at Treasure Coast Airpark where he keeps two of his airplanes a Cessna 180 and a Luscomb. He has been friends with Jim and Martha Krejci for a while and is also friends with Ron Vosburg and Tom Han. Ron Vosburg came over to his house after working with Jim Krejci on his A-36. He went to lunch with Tom Han, and Ron Vosburg. After lunch they returned to his hangar and Ron Vosburg helped him with an engine cowling. Jim Krejci and Martha's cousin Phil came over for a while and then went back to their place. A short time later he heard an airplane crank up and initially thought it was the A-36 but realized it was the S-51D. He stopped doing what he was doing and walked over to Krejci's house and observed him doing an engine run up. He then observed the airplane taxi over to the runway and start its takeoff roll. The engine revved up and there was a slight burp on the takeoff roll, then the engine continued running normal. He watched the airplane rotate and saw the landing gear come up, the engine burped two more times, and then started running normal again. He dropped the nose a little above tree top height and started a climbing turn to the right. The turn increased to the right and he heard a couple more burps. The airplane started a steep left bank and the wings oscillated like on the verge of a buffet, the airplane pitched nose down rolling wings level and disappeared from view. It got quiet and then he heard the impact. He got in a vehicle with Tom Han and Jim Krejci's wife. They both went over to the crash site. A short time later he and Ron Vosburg went over and helped Mrs. Krejci back to her home.

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

  
[REDACTED]  
Carol A. (Corky) Smith  
Senior Air Safety Investigator  
February 27, 2002

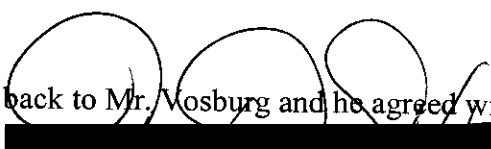

## STATEMENT

Ronald E. Vosburg  
[REDACTED]

Stuart, Florida 34997  
[REDACTED]

Mr. Vosburg stated he is an airline transport pilot with ratings for ASEL, AMEL, ASEL, instrument airplane, CFI, and he is an A&P mechanic and has recorded about 20,000 total flight hours. On February 26, 2002, he was located at the residence of the deceased pilot working in the hangar on an A-36 airplane performing an oil change. The S-51D, N51KK was also in the hangar but they did not perform any maintenance on the S-51D. The pilot stated he had company coming over and asked Mr. Vosburg if he wanted to go to lunch. Mr. Vosburg said, "I thought you had company coming over," and the pilot stated, "I guess I had better wait." Mr. Vosburg stated he assumed he was going to take the company for a ride in the A-36. Mr. Vosburg went over to a friends house (Thomas A. Eldred) that also lives at [REDACTED] He and Mr. Eldred and Mr. Thomas Han went to lunch together. When they returned Mr. Vosburg stated he helped Mr. Eldred put an engine cowling back on an old airplane. While working on the airplane they heard an airplane engine start up. They both thought at first that it was the A-36; however they subsequently realized that it was Mr. Krejci's S-51D. Mr. Vosburg stated he walked out of the hangar to the edge of runway 27 and observed the S-51D beginning the takeoff roll at about 1605 EST. It was a normal takeoff roll and he made a comment to Mr. Eldred that the acceleration was pretty fast, and he thought he heard a slight miss and then it cleared up. Mr. Vosburg stated that Mr. Krejci had a habit of not putting the mixture forward. He observed the tail of the airplane to come up, the airplane rotated and the pilot kept the airplane level above the runway at about 10 to 12 feet. He heard another miss; the engine cleared again and kept running. The airplane was observed to start a right climbing turn, followed by a left steep bank estimated about 40-degree bank angle back to the south. He could see both wingtips. The airplane was about 200 to 250 feet when it encountered an accelerated stall. The left wing dropped and the nose pitched up. The airplane was observed to initiate a recovery, the nose came up and the wings started to level. The airplane disappeared from view behind the tress and he thought it might have encountered a secondary stall. He did not hear the engine quit and heard a "thud" sound when the airplane collided with the ground. He immediately got in a vehicle and went to the crash site. He observed the airplane in an open field and the canopy was off. He saw Tom Han and Mrs. Krejci going towards the airplane. He and Mr. Eldred tried to get a residents attention to call 911, but observed that Tom Han was talking on a cell phone. He then went over to Mrs. Krejci position to assist in returning her to her home. He returned a short time later to the crash site. He assisted in loading the S-51D propeller assembly on a flat bed truck that was involved with the recovery effort. All propeller blades had evidence of torsional twisting and "S" bending.

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

  
  
Carrol A. (Corky) Smith  
Senior Air Safety Investigator  
February 27, 2002

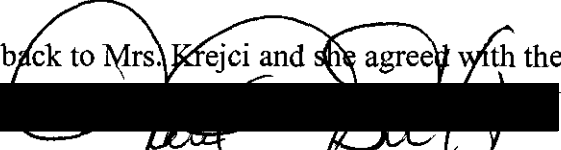
## STATEMENT

Martha Krejci

Minocqua WI 54548

Mrs. Krejci stated on February 26, 2002 her husband was in their hangar with Ron Vosburg changing oil on the A-36. She left and when she returned she went looking for him. She found her husband and her cousin Phil over at Tom Eldred house. They talked for a few minutes and then they returned to their house. Her husband talked about getting in the golf cart and driving around to see the community but decided that he would show Phil the airplane. He did not file a flight plan or obtain a weather briefing since it was going to be a local flight lasting about 10 to 15 minutes. He conducted a preflight inspection of the airplane at about 1530 and started the airplane at about 1555. He conducted an engine run up in front of the hangar and taxied out to the west runway, finished the run up and started his takeoff roll. Tom Han, and Phil were standing next to the runway. Ron Vosburg and Tom Eldred were walking out to the runway. As her husband advanced the power for the takeoff roll she heard Tom Eldred state, "What was that?" He heard a pop sound or something like it. Mrs. Krejci stated she did not hear anything. As she observed the airplane rotate and become airborne she heard a miss sound and the airplane remained straight and level above the runway. She observed the airplane start a straight out climb and then observed it make a quick right turn in a bank estimated at about 45-degrees. The airplane turned back to the left and she could see both wings. The airplane was in a left 90-degree bank and descending. The airplane appeared to level out and continued to descend below the tree line. Mrs. Krejci stated she could not remember anything else because she knew her husband was crashing. She got in a car with Tom Han and Tom Eldred. She wanted to get to the crash site to be with her husband. Upon arrival at the crash site she got out and went over to the airplane with Tom Han. Her husband was slumped forward and his left arm was lying on the outside of the airplane. A short time later Ron Vosburg and Tom Eldred came over and assisted her back to the house.

Read the statement back to Mrs. Krejci and she agreed with the statement.

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

## Smith Corky

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**From:** [REDACTED]  
**Sent:** Thursday, February 28, 2002 11:08 AM  
**To:** [REDACTED]  
**Subject:** N 51 KK Accident

Mr. Smith

This is my account of the accident of the Stewart S-51 aircraft N 51 KK.

For starters I am a Commercial Pilot, Flight Instructor, Advanced Ground Instructor and have Multi Engine and Instrument Ratings. I have 1500 plus hours logged.

On February 26, 2002 at 4:06 PM EST. I was on my back porch, which faces the runway at [REDACTED] on the north side. N 51 KK had started his takeoff roll on runway 27, as it came near my place I noticed the engine stumbling / cut off, twice (for a fraction of a second), the aircraft was at about 8 - 10 feet AGL gear up in level flight, James Krejci was the pilot and only occupant. Krejci identified by sitting height in front seat and black helmet with black and white checkerboard visor. There was no radio usage on 122.90 by the pilot.

The aircraft remained near the runway surface until near the west end, than made a shallow climbing right turn attaining about 300 to 400 feet altitude, during this climbing right turn the engine cut out again, but for a longer time (perhaps 1 second cut off) it caught again for a couple seconds. At this time, the pilot started a left turn (probably trying to return to the runway for a landing) at this time the engine cut off for good.

The pilot continued in the left turn at about 300 to 400 feet AGL, and shot through the runway centerline about 1/4 mile west of the runway, at this time the aircraft broke right and dipped (accelerated stall) appeared to stop turning left, and about 1 1/2 to 2 seconds later we heard the impact with the ground, a single whump sound, no explosions or fire.

I immediately called 911 and advising them of the accident and suggested they send rescue helicopter, Air 1. I notified the FAA.

This James Krejci has been a hazard and nuisance ever since he came here to Treasure Coast Airpark. This aircraft was always operated in a careless and reckless manner, high speed maneuvering flight, buzzing the runway, people, and buildings here. It is a miracle that Krejci lived to be 66 years old, the craziness must have manifested itself later in his life. He was also a rude, arrogant, narcissistic individual, the kind of person that you would wish "lived somewhere else".

I have "hours" of videotape showing the antics of Krejci and his friend Hahn showing off and being a hazard and nuisance.

Carl Showers

[REDACTED]  
Fort Pierce, Florida 34979-2277  
[REDACTED]

More with attachments to follow.

## Smith Corky

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**From:** [REDACTED]  
**Sent:** Thursday, February 28, 2002 2:38 PM  
**To:** [REDACTED]  
**Subject:** N51KK



LETTER~1.JPG

Mr. Smith,

On February 26, 2002 at 4:06 p.m., N51KK departed runway 27 at Treasure Coast Airpark with only 1 person aboard. The person had a black helmet on, which is the one Mr. Krejci wore.

I was by my back porch watching the departure. The aircraft went by at about 10' AGL and I heard the engine surge. The aircraft stayed on the deck and climbed up a bit at the end of the runway, making a right turn about 400' AGL. The aircraft continued turning, then turned left back towards the runway end, dropping slightly. The aircraft appeared to level out going south and dropped below the tree tops in my view. I heard the aircraft surge a couple of times during this. The next thing I heard was the impact. As the aircraft went below the tree tops, I told my husband "He's going to crash!", as I said this, it did crash.

I have video taped this aircraft many, many times because of the reckless and careless operation of it. The way this aircraft has been operated over the years, it was an accident waiting to happen. I am relieved that no one else was injured or anyone's property was damaged.

Attached is the letter we sent to Mr. Ron Morgan, FAA on 4/13/2001 about N51KK. It is in Photo Suite Image.

Ruth "Penny" Showers

[REDACTED]  
Fort Pierce, Florida 34979-2277  
[REDACTED]

Note: From Carl Showers. I believe that the cutting off of the engine was due to fuel delivery / starvation problems. After each cut off, the engine came back on line smoothly, with no backfiring.

If one was to turn the mags off and back on, simulating ignition problems, the engine would probably backfire at the time that the ignition was turned back on, due to unburned fuel collected in the exhaust system being re-ignited, N51KK did not backfire.



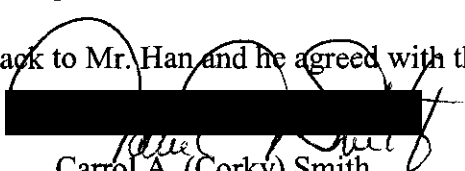
## Statement

Tom Han

Port St. Lucie, Florida 34987

Mr. Han was asked if he had any knowledge of the engine in N51KK being replaced while Mr. Krecji owned the airplane. Mr. Han stated Mr. Krecji was in Minocqua, WI, and had a problem with the engine. He went to WI and assisted Mr. Krecji in removing and installing a new engine on the airplane. Mrs. Krecji's previous husband lent Mr. Krecji a tractor, which was used to remove and install the engine in the airplane. Mr. Han stated he is not an A&P mechanic and was simply assisting a friend who had a problem with his airplane. The engine was removed because it had broken a valve spring, which resulted in damage to a piston. Mr. Han stated, it was the opinion of people that manufacture the engine that the failure was a problem associated with harmonics in the engine and propeller gearbox combination. Before the engine was replaced Mr. Krecji had a problem with the airplane leaking oil after the airplane was flown. This was a common problem with the propeller gearbox. When they removed the propeller gearbox during the engine change they determined that the input shaft seal on the gearbox was bad. The manufacturer of the gearbox, Florida Airboat, had put a grease seal in the gearbox instead of an oil seal. Florida Airboat provided them with the oil seal and the oil leak/drip stopped. Florida Airboat sold the rights to the gearbox about 2 years ago to a company in California. The gearbox is no longer sold. Mr. Han stated that the accessories and the propeller gearbox from the old engine were installed on the brand new Chevrolet engine that was purchased from Chevrolet and delivered in a box to WI. When asked if he knew if any entries were made in the engine and airframe logbook concerning the removal and installation of the engine, Mr. Han stated he did not know, but that Mr. Krecji normally kept his logbooks up to date. When asked if he was aware of any problems associated with the airplane after the new engine was installed. Mr. Han stated that Mr. Krecji had complained about the engine missing on two separate occasions. One was about a month ago in Pompano, Florida, and the other was at Treasure Coast Airpark. On both occasions, Mr. Krecji admitted that he had leaned the mixture on the engine. When he pushed the mixture back in the missing stopped.

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

  
Carrol A. (Corky) Smith  
Senior Air Safety Investigator  
March 13, 2002

## STATEMENT

Thomas Han

Port St. Lucie, Florida 34987

Mr. Han stated Mrs. Krejci informed him that she did not want to be bothered at the present time. She asked him to take care of the aircraft wreckage for her. I informed Mr. Han that normally the wreckage is released to the registered owner or their insurance company, but due to the widows request that I would release it to him and that he could give her a copy of the wreckage release that the FAA inspectors would have him sign after their examination. He could then give Mrs. Krejci a copy of the release and put the wreckage where she wanted it stored. I then informed Mr. Han that Mr. Almeida. And Mr. Cichanowski would arrive later in the day to examine the wreckage.

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

Carol A. (Corky) Smith  
Senior Air Safety Investigator  
February 28, 2002

March 15, 2002

Corky Smith  
NTSB  
Atlanta Federal Center  
Room 3425  
60 Forsyth St W.  
Atlanta, GA 30303

Dear Mr. Smith,

I am writing regarding the recent crash of a half scale P-51 that resulted in the death of Mr. Creechy (spelling may be incorrect).

I am a retired navy pilot with 3200 flight hours.



Although I did not know Mr. Creechy previously, I visited his home on February 20<sup>th</sup> with a friend of mine, Brad Ingalls, to see his P-51. Mr. Creechy discussed the engine failure in Wisconsin that resulted in an emergency landing and stated that he now had a new engine. He also stated that the new engine had an oil anomaly that would result in about a quart of oil draining out of the engine after shutdown. While running there didn't seem to be any oil leaking.

Mr. Creechy stated that he discussed the problem at length with Tom Hon (the builder of the airplane) and eventually they modified the engine to correct the problem. He stated that the seals were all good so the oil leak was not a result of a problem with the seals. I don't remember the exact nature of the modification but do remember that it entailed tearing down the engine and milling a bearing. He stated that Tom Hon assisted him with this teardown.

I understand the engine will be torn down and inspected and I believe it is important to try and analyze this modification. Hopefully the little additional information I have provided will help to prevent a similar accident in the future.

If I can be of further assistance please don't hesitate to contact me.

  
Stephen Witkowski

  
Northborough, MA 01532  


**Smith Corky**

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**From:** james krejci [REDACTED]  
**Sent:** Monday, March 25, 2002 12:26  
**To:** Smithc [REDACTED]  
**Subject:** Krejci engine

Hi, Corkey,  
Hope it's o.k. that I email instead of a formal letter. My Microsoft Word was giving me trouble.

The following is the information that you requested about the new engine Jim had put in the Mustang. He blew the first engine on July 20, 2001. Tom Hahn flew to Wisconsin to remove the engine around the 27th of July. He and I drove it back to Florida around the 1st of Aug. Between that time and the middle of Sept. Tom built the new engine and I came back to Florida to pick it up. On Sept. 23rd, Tom and I loaded the new engine in my truck and drove it back North. Tom installed the new engine and it flew again on Sept. 27th. There was 102.1 hours on the old engine, which would mean that there was roughly 33.6 hours on the new one.

Thank you for all your help during this awful time in my life.

Sincerely,  
Martha Krejci

3/25/2002

Author: Ben Coleman at ASOFSD015  
Date: 2/27/02 1:59 PM  
Normal  
TO: Victor M Almeida  
Subject: N 51 KK

----- Message Contents -----

Hello.

I understand that Bill Hoenstine is forwarding my E-Mail to you. We were witness to the final flight of N51KK and we were the ones who called 911, regarding the accident, even advised rescue helicopter "Air 1". Probably a fuel starvation problem, followed by a series of errors, 51 KK, went past my place (about 2,475 feet down runway 27) at about 10 feet agl. gear up, he stayed on the deck until near the end of runway 27. As I see the it ; the main cause of accident was an attempt to return to the field for landing, with no altitude.

This guy Krejci has been a real nuisance/hazard since he came here to Treasure Coast Airpark. It is a miracle he lasted as long as he did "66 years". We have lots of Krejci's antics documented and Video taped, he was an accident looking for a place to happen.

Be advised that nobody at Treasure Coast Airpark will be truthful with you on your investigation.

Regards,

Carl  


April 13, 2001

To: Mr. Ron Morgan

From: Carl Showers

Subject: Buzzing and other hazardous aircraft operation near my home at Treasure Coast Airpark (FL-37).

This is another of the aircraft that CONSTANTLY create a hazard and nuisance in the vicinity of my home.

The aircraft is a homebuilt kitplane with a v-8, Chevrolet car engine, N 51KK, owned by a James Krejci .

Mr. Krejci has property here at Treasure Coast Airpark, [REDACTED], he also shows up at P.O. Box 448, Minocqua, Wisconsin 54548. He seems to be here in the winter and probably goes to Wisconsin "home" for the summer, he wasn't here last summer. Mr. Krejci also has an A-36 Bonanza N4608A, registered to Pilot Investing P.O Box 448, Minocqua, Wi. 54548. He has done the same kind of buzzing with it, but with a much lesser degree of gusto.

This is another of the aircraft built at the hangar of Thomas Hahn on [REDACTED] For every BUZZER there is a BUZZEE and I believe Thomas Hahn is one of the buzzee's.

Ever since this aircraft has been operational, it has been operated in a careless / reckless manner, at first flown by Thomas Hahn and later by Mr. Krejci. With Mr.Hahn there was only high speed maneuvering flight all over the area, evidently the lad gets his kicks out of making noise.

With Mr. Krejci there are Constant BUZZ jobs, EVERY time he operates the aircraft. He does most of his buzzing along the eastside of the subdivision, a few times down the runway "past my property" [REDACTED] and on Saturday, April 7, 2001, over a group of people at a Mr. Wilson's hangar [REDACTED] Steep knife edge turns over our place and other properties.

On Wednesday, April 4, 2001, more BUZZES down to about 150 feet and ROLLS at a few hundred feet along the east side, KNIFE edge turns overhead and more buzzes.

See the enclosed video and narrative sheet for other times. We have a few more videos of N51KK, not included, AND these incidents only reflect WHAT WE HAVE SEEN, who knows how much MORE nonsense has been perpetrated that we have not witnessed.

This individual is a Hazard and Nuisance, an accident looking for a place to happen, I don't want it to happen here. Even if he didn't crash into something or somebody, an accident anywhere probably would explode in flames and set the whole subdivision on fire, especially with this drought and the resulting dryness.

Another point to make is the fact that this subdivision is under 3 Federal Airways, so any kind of Aerobatics that were visible from my place would be in violation of several FAR'S.

This fool needs to have his license removed before he does serious injury / damage, I have NO REGARD for the operator of the aircraft, I would just like to see him kill himself somewhere else, not near my family, friends, or home. I would like to see enforcement action against this turkey.

To clear up a point, when we mention BUZZ NORTH TO SOUTH and vice versa, we are talking along the east side of the subdivision, where most are done. There was another buzz job Thursday April 12, 2001 that's not on the video enclosed.

Carl Showers

[REDACTED]  
Fort Pierce, Fl 34979

Phone [REDACTED]

3/5/2002

Carrol A. (Corky) Smith  
Senior Air Safety Investigator  
Atlanta, Georgia

I am writing this statement at your request to be an addition to the statement that I had previously given to you.

It was my understanding after speaking to Mrs. Krejci, her relative "Phil" and multiple phone conversations from the accident site with "Phil" and a neighbor Kenny Waters that they desired for me to take custody of the plane and therefore I thought they had given me the authority to sign for it.

Sincerely,  
Thomas C. Hahn

Kenny Waters [REDACTED] cell  
Phil ????????