

Name: LENARD HARPER, Mechanic, Meadow Lake Airport, Colorado Springs, CO

Date/Place: 8 Aug 11/Meadow Lake Airport Crash Site

Interviewers: STEPHEN OLIVARES and DON CRIST

LENARD HARPER (L. HARPER) verbally provided the following information: On 6 Aug 11 at approximately 0720 hours (MST), L. HARPER saw the Ferguson 1 (Fergy 1), light sport aircraft on takeoff, heading in a Northern direction, or "going 33." L. HARPER approximated the height of the aircraft to be 75 to 100 feet in the air and noted his. No adverse weather was present at the airfield and L. HARPER opined he did not think there were any wind shears present at the time of the incident. L. HARPER was at a separate hangar when he saw the aircraft bank to the right in an Eastern direction as if they were trying to land on taxiway Echo. The aircraft's right wing was pointed straight down and the left wing was at a ninety degree angle (high) in the air and the nose of the plane was pointed at an approximate forty five degree angle. He said that the entire incident took approximately five seconds total. L. HARPER said he thought they had "plenty forward speed" but did not know how fast they were traveling but opined they should have had more altitude or "been a lot higher on takeoff" at the point they were at on the runway." He could not see the plane's controls. L. HARPER could not see the impact site and said he heard the crash as he was driving to the scene. L. HARPER said he immediately called 911, heard an impact and drove to the crash site to assist the pilots.

L. HARPER was the first on the scene and arrived less than one minute after the crash. L. HARPER said the aircraft's engine and propeller were running and the aircraft was leaking "all kinds of fuel" when he arrived on scene. The engine was "probably a third throttle" at the time when he approached the aircraft. L. HARPER was talking to 911 on scene and said that he was afraid they would not hear him over the propeller and engine noise. He requested immediate assistance to taxiway Foxtrot. L. HARPER thought there was only one person in the aircraft and thought "no one is alive." L. HARPER focused his efforts on stopping the engine. L. HARPER started to catch fuel by a trash can lid and was attempting to pinch the fuel line which kept breaking on him.

RON LEE, pilot, Meadow Lake Airport, C-Springs, CO was the second on the scene and witnessed the hard right turn but could not see the impact from his location (L. HARPER's blue hangar on Cessna Drive.) R. LEE's first actions were to try and stop the engine via the keys; however the keys were not in the plane because the impact jolted the wires loose.

CARISA KELL, Registered Nurse, arrived approximately two to three minutes after L. HARPER and R. LEE and insisted they not move either BILL or TOM. CARISSA needed rags to help stop the bleeding of either BILL or TOM. CARISSA needed rags because "someone was bleeding real bad." R. LEE ripped his shirt off and L. HARPER called for unidentified other individuals who also responded to the scene to go and get him absorbent towels he had in his truck from the unrelated crash incident on 5 Aug 11. L. HARPER looked into the plane and saw a male face down with dark, coarse hair (BILL.) R. LEE was on the other side of the plane and saw TOM "moaning and groaning." CARISSA instructed L. HARPER and R. LEE to hold up the plane "so she could get to them so she could stop the blood." L. HARPER did not know where BILL was bleeding.

L. HARPER stopped the fuel leak and caught the fuel with a vacuum cleaner hose and a trash can. UNK males were on scene prior to CARISSA, and L. HARPER instructed them to go get them fire extinguisher bottles (to help prevent a fire.)

BILL was on the left side of the plane and TOM was on the right side of the plane as they approached the crash. Note: The plane was upside down after impact. BILL was on the left side when they were on the ground but he was in the right seat off of the right wing, which was the most significant damage to the plane. BILL was in his seat and partially on the ground. L. HARPER said that when he first came on scene, BILL's head was on the ground. BILL was wearing his seat belt and they had to cut him out of the seat belt (L. HARPER did not see when they cut BILL's seat belt.)

The engine was up in the air at the time of the crash.

Photographs of the plane and crash site were taken.

The crash site consisted of two hangars with a road or taxiway between them. Hangar One (the Western most hangar) had three impact points with small paint chips located near them. The metal from the first impact point twisted the metal and the second impact point gouged a hole in the metal. The third impact point was on Hangar One's siding and was not as significant as the other two points of impact.

The taxiway had skid marks going approximately to the East that were colored on the blacktop pavement. Additionally, the grass and dirt at skid marks and some type of substance on the ground that appeared somewhat wet (oil or fuel?)

Hangar Two's damage consisted of a round dent at the top of the hangar. L. HARPER opined that this might have been caused by the plane's tail boom that was bent and broken in two places. Additionally, there were holes in Hangar Two where the plane came to rest large enough for L. HARPER to walk into the hangar.

Name: BURRALL SANDERS, Witness/Neighbor/Pilot, Meadow Lake Airport, Colorado Springs, CO

Date/Place: 9 Aug 11/Telephonic

Interviewer: STEPHEN OLIVARES

BURRALL verbally provided the following information: BURRALL lives approximately one fourth of a mile from the Meadow Lake Airport. On the morning of 6 Aug 11, BURRALL was watching planes take off when he noticed BILL's plane take an abnormal right turn. The plane looked abnormally low while it was taking off in a Northern direction. The right wing started lowering and BURRALL said it was "obvious that it was terrible." BURRALL saw the plane before it hit and heard the impact. Note: From his vantage point he did not see the plane impact the hangars or the ground. The plane did not go inverted in the turn that he could see. BURRALL stated he is a pilot and understood flight dynamics. BURRALL

described the morning weather as "very nice" and said he did not feel any wind gusts or think that the accident was caused by a wind shear.

As soon as BURRALL saw the aircraft turning, diving, and heard the impact, he ran into the house and immediately told his wife and his daughter CARISSA, a registered nurse, to go to the scene to help administer first aid. CARISSA was sleeping at the time. His wife and CARISSA drove out to the scene. BURRALL called 911 emergency services and spoke to them about where and what he saw. BURRALL remained on the line with the 911 operator until he felt he needed to guide in the Fire Department and ambulance as Meadowlake is a somewhat austere airfield. BURRALL estimated the first responders response time as approximately ten minutes on scene after the crash. Once BURRALL came on scene the Sheriff's Department was roping off the scene with crime scene tape and the medics/firefighters were working on TOM and BILL.

BURRALL said everyone's actions were immediate and commented that R. LEE literally took off his shirt to help stop the bleeding from BILL's head injury. BILL's head injury was more minor than they originally expected but CARISSA helped stop the bleeding.

CARISSA held BILL's airway open and insisted that no one move either BILL or TOM for fear of further injury. CARISSA said that BILL's "moans" were actually his lungs filling with fluid but it was positive that BILL was still breathing and did not require CPR. BILL was unconscious the entire time that CARISSA and BURRALL were on scene.

TOM seemed alert and was talking to people. TOM appeared shocked and dazed and was in the sitting position.

Name: JOHN WOOD, Inspector, Federal Aviation Administration (FAA), Denver, CO

Date/Place: 9 Aug 11/Telephonic

Interviewer: STEPHEN OLIVARES

On 8 Aug 11, WOOD telephonically asked L. HARPER for KAREN's contact information to which I asked for WOOD's to help facilitate controlled communication between KAREN and the FAA. I called WOOD to help represent BILL and KAREN and provide support and any information regarding the accident.

WOOD said he understood BILL had significant injuries and once he was able to provide a statement, they would need one as a regular course of action for these types of aircraft accidents. I explained that BILL was still in the ICU and unconscious. WOOD asked if we had contact and had spoken with the LAKE family. I told him that I had called DIANE this morning and offered our support and prayers for TOM's recovery. WOOD stated that he was not conducting an enforcement investigation at this time and was looking into the accident as a matter of ensuring general safety. TERRY, FAA, came down after the accident and looked at the aircraft initially. WOOD said he would be traveling to Meadowlake Airport on 10 Aug 11, to further inspect the plane. I asked WOOD if he had "locked down" the plane's mechanical

logs and he said that they had not to date, but that they would review the plane's log books as a regular course of action. Lastly, I provided my contact information and asked that he contact me if he needed anything from the family to help with the FAA.

Name: DIANE LAKE, Pilot's Spouse, Colorado Springs, CO

Date/Place: 9 Aug 11/Telephonic

Interviewers: KAREN BALECK and STEPHEN OLIVARES

DIANE verbally provide the following information: JOHN WOOD called from the Federal Aviation Administration and left DIANE a message. DIANE has not called him back yet but planned to call and schedule a walk through inspection with the aircraft on 10 Aug 11 at Meadow Lake airport.

TOM was in shock on 6 Aug 11 after the accident. TOM told DIANE that he thought they were approximately at 200 feet altitude on takeoff when a thermal or wind pushed the plane. TOM said the engine was powered up and described it as functioning normally on takeoff.

DIANE currently has TOM's log book which was partially saturated in anti-freeze. DIANE has been drying out the log book in her office and trying to review/make copies of it to obtain more information. DIANE also has TOM's briefcase (NFI.)

Name: DIANE LAKE, Pilot's Spouse, Colorado Springs, CO

Date/Place: 10 Aug 11/Penrose Hospital, Colorado Springs, CO

Interviewers: KAREN BALECK, JENNIFER OLIVARES and STEPHEN OLIVARES

DIANE verbally provided the following information: TOM is suffering from brain injuries and is currently in the ICU at Memorial Hospital. DIANE did not know how significant the injuries are but TOM has been confused on where he was. TOM has asked DIANE to take him home. TOM was in the US Army as a Green Beret. TOM served two tours in Vietnam and is approximately 71 years old. TOM has bruising on his face around his eyes. DIANE said she called JOHN WOOD, FAA, and left a message with my contact information but did not hear back from JOHN WOOD. DIANE returned BILL's headset and said that the microphone piece was broken off the headset.

Name: CARISA KELL, Registered Nurse, Presbyterian Hospital, Albuquerque, NM

Date/Place: 13 Aug 11/Telephonic

Interviewer: STEPHEN OLIVARES

CARISA verbally related the following information: When she approached the aircraft she spoke to TOM and asked him what happened to see if he knew what had happened and what level of awareness he had. TOM replied, "I don't know it just went, it just went." CARISA said she did not speak to TOM anymore so she could help BILL. BILL had a small amount of blood coming out his right ear. BILL also was "posturing" a bit and she was worried about both as both are signs of traumatic brain injury. BILL was breathing when she approached him and she was very concerned about moving either BILL or TOM because she did not want to further their injuries. At this time she held BILL's head with a shirt. She said that this was more to help maintain BILL's open airway than to stop bleeding. BILL was completely unconscious when she approached him. CARISA said that she "swears" BILL grunted extra for her when she was trying to communicate with him.

Name: DIANE LAKE, Pilot's Spouse, Colorado Springs, CO

Date/Place: 14 Aug 11/Meadow Lake Airport

Interviewer: STEPHEN OLIVARES

DIANE verbally related the following information: TOM is currently suffering from PTSD and is being given Oxycotin to help manage his pain and TBI. LEAH, DIANE and TOM's daughter, spoke to TOM about the aircraft incident. DIANE said that TOM became very upset and became disoriented. DIANE also said that TOM "relived Vietnam" the other night but did not go into details. TOM is out of the ICU at Memorial Hospital and is currently in the Traumatic Orthopedic section due to the plate they placed in his pelvis. TOM told DIANE, "No more flying" when he had a period of lucidity. DIANE did not specify when they occurred but it was after the accident.

DIANE provided electronic photos of the plane and TOM prior to the accident. These photos will be used to compare the plane's original shape to the aftermath of the accident.