



MEMORANDUM FOR RECORD

Investigator: Brian C. Rayner
Senior Air Safety Investigator
Eastern Region

Date: April 16, 2016
Reference: Michael L. Adams
NTSB Accident Number: ERA16FA150 Ocala, Florida

Mr. Adams was working the Ground Control Position in the Ocala International Airport Tower at the time of the accident, and witnessed the accident as it occurred. Mr. Adams provided a statement regarding what he witnessed, and was not interviewed with regard to his official duties.

Information from the OCF air traffic control tower revealed that the airplane was cleared for takeoff and began its takeoff roll from runway 36 with about 7,000 feet of runway available. Approximately one minute later, the pilot announced, "I'm losing my engine... I'm going down on [runway] 26."

Mr. Adams was receiving a clearance by telephone when he overheard the radio call by the accident airplane. He estimated the airplane was north of the tower about 200 to 300 feet above the runway, before it turned to the west. According to Mr. Adams, "The wings rocked a little in the turn, but when he lined up with the runway [26] he looked clean. He still looked high, like he might touchdown past midfield and go off the departure end. He looked stable, but then he turned left. The more he turned the steeper the turn got, and then when the wingtip hit the ground the airplane was 90 degrees."



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Senior Air Safety Investigator
Eastern Region Aviation

March 19, 2016

Subject: ERA16LA150 Ocala FL
Name: Mike Keeling – Witness

Mr. Keeling was a line service technician at the Ocala International Airport (KOCF) and was working on the parking ramp at the time of the accident. Mr. Keeling was interviewed at his place of work and the following is a summary of the interview.

According to Mr. Keeling, "I was right in front of the FBO and heard a loud sputtering noise. I looked up and saw the airplane. He was on takeoff, and I heard a sputter-cough. The airplane descended straight ahead, then turned to the west in the vicinity of Runway 26. Once heading westbound, the airplane did two 'dips' and then turned sharply to its left and struck the ground."

With a model of an airplane in his hand, Mr. Keeling demonstrated what he saw, and it was consistent with his statement.

When asked about the sound of the airplane's engine after the sputter-cough sound, Mr. Keeling said he couldn't hear anything beyond that over the sound of the truck running next to him.