



*Robinson Aviation (RVA), Inc.*

Memorandum

Date: August 18, 2011

From: Douglas Metz

Subject: Personal Statement (N444YM)

At approximately 1300Z N444YM (C310) requested taxi to runway 36 for departure. He was advised to taxi to runway 36, given the wind and altimeter. During his taxi, N79JW (crop duster) called for taxi instructions. N444YM came up on ground control frequency and advised me that he was going to give way to the air tractor because he would be ready for departure quicker. N79JW called ready for takeoff and was given takeoff clearance. In approximately one and a minutes, N444YM called ready for takeoff eastbound. He was cleared for takeoff. N444YM was airborne and midfield (approximately 300'-500' agl). I turned around to shut off the wind sock light on the airfield lighting panel and lost sight of the aircraft. When I turned back around I observed an aircraft .5 miles west of the airport on the ground. I declared an Alert III emergency. N444YM never made any transmissions after he was given takeoff clearance

  
Douglas W. Metz /