

## Cawthra Joshua

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**From:** Casey Erickson -  
**Sent:** Tuesday, April 2-  
**To:** Cawthra Joshua  
**Subject:** Re: Contact info.

Hi Josh,

Here is my account of what happened. Like I said I was running the aerobatic box, so my attention is divided between assigning people times and coordinating when people get airborne and scanning the box and surrounding area for outside traffic. So being as such I dont watch take-off and landings.

My first contact via two way radio with Van was while he was in the primary holding area South East of the Airport...and for that matter all contact we had was via two way radio.

Van flew into the box, and flew a sportsman sequence twice I believe, and was getting Coaching (who was also talking to him from the ground on a two way radio) from Chris Olhmsted. at that point I believe chris asked him to do some kind of a spin figure and maybe something else, which he did, then departed the aerobatic box too the north, Chris asked to repeat the Goldfish figure....at that point I told him he had two minutes left on his time, he came on the radio and said he would "do a left 270 degree turn and enter the the box from the west traveling to the east, then he would be done." Normally we enter from the east to the west, but this is not a big deal. I then Told Van to take his time as he has plenty of time left. At that point he was on a right base into the aerobatic box heading north to south. He said to me "Roger I understand." At that point I would estimate his altitude to be around 2,700 to 3,000 feet AGL

He then proceeded to make the right turn to final and enter the aerobatic box, and proceeded into what looked like a 30-35 degree descent which is totally normal as we dive for speed/energy to begin.

I had set my radio down on the table and was watching him in this dive, when he came on the radio as calm as can be, and said, "I have no back stick."

At that point I would estimate his altitude to be between 1,800 feet agl and 2,000 feet agl

after the initial what did he say hit me, I grabbed for my radio, and before I could say anything, Chris Olmsted very calmly said "is the Aircraft under control."

Van Replied extremely calmly, "No, not at all"

His altitude at this point was around 1,200 feet agl

Chris said, "Try your trim"

a few seconds went by, maybe 3 or 4, and Van calmly replied, "There is no trim"

his altitude was approximately 600 feet agl and his speed was starting to increase with probably closer to a 40 degree nose low attitude

There where no further radio communications between Van, Chris, or myself from this point on.

I watched, at that point realizing he did not have any control I almost screamed at Van to bail out, but I knew his was just too low already.

At 200 feet AGL, I turned running back towards the FBO, screaming "Call 911, Call 911" turned saw him go behind a sand dune out of my vision, and there was a thud, and within seconds a large dust cloud arose to a height of around 30-50 feet (hard to estimate as he was behind a sand dune.)

If you need any further information, or have any questions on anything I said, dont hesitate to email or call.

Casey Ann Erickson