

From: [eyewitnessreport](#)
To: [Read Leah](#)
Cc: [Diaz Dennis](#); [LeBaron Timothy](#)
Subject: FW: Aircraft accident N669WR December 27, 2016
Date: Friday, January 6, 2017 2:42:33 PM
Attachments: [Accident December 27 2016.mov](#)

FYI

Melba

From: [REDACTED]@aol.com [mailto:[REDACTED]@aol.com]
Sent: Thursday, January 05, 2017 1:43 PM
To: eyewitnessreport [REDACTED]@ntsb.gov>
Subject: Aircraft accident N669WR December 27, 2016

Dear Sir:

I was an eye witness to the accident on December 27, 2016 at 23:00:00 Z at the Spruce Creek Airport (7FL6) regarding the Epic single engine turbo prop aircraft. First I wanted to give you a little background. I am an FAA Designated Pilot Examiner with the Orlando FSDO. I am also a former Airline Captain, Aircraft ferry pilot for Bob Hoover, and Reno Air Racing pilot.

I have witnessed the accident pilot, Daryl Ingalsbe flying in what I would consider a careless and reckless manner in the traffic pattern here at Spruce Creek. Mr. Ingalsbe has also had three different occasions at the New Smyrna Beach municipal airport, (KEVB) incidents that the tower considered reckless. The tower was aware of the hazards imposed by Mr. Ingalsbe, but refused to report it to the local FSDO. I visited the tower several months ago and attempted to see if I could persuade the tower chief to take some action, but he just didn't want to cause him any trouble. He told me he told Mr. Ingalsbe that if it happens again (the 4th time) he would report it. Please contact the tower chief Mr. Jim Zeiler at [REDACTED] and he can describe the incidents described above. The only reason I did not contact the FSDO is that Mr. Ingalsbe lives on my street, and has a very abrasive and vindictive personality. I didn't want to subject my family to the possible repercussions that Mr. Ingalsbe would have created. I tried to get the airport manager at Spruce Creek to talk to him, but again no one wanted to get anyone in trouble. That's what brings us to where we are now.

I heard N669WR on my handheld radio talking to approach control. All aircraft on the frequency were diverting to Deland. The air carriers were diverting to Orlando due to below minimums conditions at all the airports in the area. When I heard that, I decided to go down to our runway and watch his instrument approach. I felt certain he did not have the skill set to fly an approach to minimums. I actually used my cell phone to video the approach. I felt if the approach is flown as poorly as I expect, then I would forward it to our local FSDO for review. I could not sit by any longer without bringing it to their attention. The overcast appeared to be about 200 feet in fog, visibility about 3/4 of a mile. The minimums for our RNAV GPS runway 5 approach is

an MDA of 440 feet and 1 mile visibility for a straight in. When the accident aircraft came out of the clouds and fog, he was about 1/8 of a mile to the north of the final approach course. I observed him descend below the trees to a point that myself and a couple of bystanders thought he had crashed in the trees. He must have seen something at the last minute and did a sharp, aggressive pull up to the right and re-entered the fog and clouds. It was not a smooth continuous pull up as you would expect on a standard missed approach. The aircraft flew from a heading of about 040 to the right to about a 120 heading which brought him up over the airport. I heard his prop surge as he flew over us in the fog, and about 3 seconds later we observed lights coming out of the clouds / fog and it was the accident aircraft descending completely inverted, gear and flaps down in a flat spin to the left (torque to the left) with what sounded like full power on. We observed three full turns before the aircraft impacted the ground within a few feet of a house.

With my thirty thousand hours of experience including airshow experience, there was no doubt that the pilot, with questionable ability and a track record of carelessness, certainly flew a poorly flown instrument approach to minimums and decided to continue. Being off course he pulled up suddenly and lost control of the aircraft in IMC conditions which resulted in the accident.

As far as human factors, the accident pilot was also well known for an arrogant and macho attitude. In other words anyone living near by will tell you that "you can never tell Daryl anything". That personality along with a lack of flying skills accompanied by extremely poor risk management and risk assessment was the cause. The weather conditions were just contributing factors.

In the attached video, you are looking down the runway as the aircraft approached. Look carefully off to the extreme right side (north) and you will see the aircraft pulling up behind the trees, not the runway. You will hear the engine as he flew over the observers.

If you need any additional information please do not fail to contact me.

Regards,
Steve Clegg



VOLUSIA COUNTY SHERIFF'S OFFICE
STATEMENT



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INCIDENT NUMBER

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INCIDENT TYPE FATAL ACCIDENT		NAME OF PERSON SIGNING STEPHEN A. CLEGG	
ADDRESS [REDACTED] PONT ORANGE, FL			
AGE 63	BIRTH DATE [REDACTED]	HOME PHONE [REDACTED]	EMPLOYED AT/SCHOOL ATTENDS SELF - RAA PILOT EXAMINER
STATEMENT TAKEN AT ACCIDENT SITE	DATE 12/28/16	TIME 0952	READ RIGHTS () YES () NO X _____ (INITIALS)

I, STEPHEN A. CLEGG, do hereby, freely and voluntarily, make the following statement:

WITNESSED ACCIDENT AIRCRAFT FLYING GPS 5 APPROACH.
 AIRCRAFT BROKE OUT OVER OVERCAST, APPROX 200 AGL - 1/8 NM OFF CRS -
 TO THE NORTH SIDE OF THE FINAL APPROACH COURSE. AIRCRAFT CONTINUE TO
 DESCEND BELOW THE TREE LINE ON ~~CRS~~ ^{LINDY LOOP RD} - SAW A
 SUDDEN PULL UP (BELIEVE THEY STRUCK TREES) - PULL + BANK TO THE
 RIGHT IN THE FOG - OVER THE AIRPORT - AND DESCENDED IN A
 INVERTED FLAT SPIN TO IMPACT.
 PILOT HAD A HISTORY OF CARELESS AND RECKLESS FLYING AT
 BOTH SPRUCE CREEK AND NEW SMYRNA BEACH AIRPORT - PLEASE
 CONTACT JIM ZEILER THE NEW SMYRNA BEACH TOWER
 SUPERVISOR AT [REDACTED] HE IS FAMILIAR WITH THE
 PILOTS HISTORY.

I SWEAR AND AFFIRM THE ABOVE STATEMENTS
ARE TRUE AND CORRECT.

SIGNATURE

PS-0080-0297

SWORN TO AND SUBSCRIBED BEFORE ME THIS
_____ DAY OF _____, _____

NOTARY PUBLIC/LAW ENFORCEMENT OFFICER