

## Diaz Dennis

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**Subject:** Ryan Ramos - Witness  
**Entry Type:** Conversation  
**Start:** Sun 5/27/2007 10:10 AM  
**End:** Sun 5/27/2007 10:20 AM  
**Duration:** 10 minutes

During the interview Mr. Ramos stated the following:

- He was a pilot for Premiere Aircraft sales, and was waiting for the accident airplane to land so that he could taxi onto the runway for takeoff.
- He heard the pilot make all of the applicable radio calls, downwind, base, and final.
- He could see that the airplane was "very high" about a half mile out and 500 feet altitude. The pilot "dropped it in" at a very steep angle.
- The airplane touched down near the second runway stripe, bounced 20 feet in the air, and touched down again near the 874 feet remaining sign (the sign faced the opposite end of the runway). He could tell that the pilot didn't have control of the airplane, and it was in a nose up attitude (15 to 20 degrees), looking like it was stalled.
- The speed brakes were deployed.
- The pilot was trying to maintain directional control and the right wing dropped and dragged on the runway near the 1374 feet remaining sign. He heard someone exclaim on the radio "oh, oh, oh."
- The pilot then increased the power, the right wing came up, and the airplane yawed and rolled left. It pitched up, and rolled into a 40 to 50-degree right bank as it hit the berm on the left side of the runway.
- The right wing hit the runway again, then the airplane headed toward the parked airplanes impacting them. The parachute of the Cirrus deployed when the accident airplane hit it.

  
-Dennis Diaz  
NTSB NERA-VA

## Diaz Dennis

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**Subject:** Earl Boyter - Witness  
**Entry Type:** Conversation

**Start:** Sun 5/27/2007 10:10 AM  
**End:** Sun 5/27/2007 10:15 AM  
**Duration:** 5 minutes

During the conversation Mr. Boyter stated the following:

- He was present during the interview with Mr. Ramos, and agreed what Mr. Ramos stated was consistent with what he observed.
- He was standing under the aircraft sales tent located on the south east side of the parking area. He first saw the airplane when it was near the 1,374 feet remaining sign.
- He remembered hearing the engine sound increase to full power, and recalled hearing the distinct sound that a constant speed propeller makes when the power is advanced rapidly. The airplane continued at full power until it collided with the airplanes, and the engine never sounded like it was intentionally powered down.

  
  
Dennis Diaz  
NTSB NERA-VA

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**Subject:** Charles Harris - Witness  
**Entry Type:** Conversation

**Start:** Sun 5/27/2007 3:30 PM  
**End:** Sun 5/27/2007 3:40 PM  
**Duration:** 10 minutes

During the interview Mr. Harris stated the following:

- He is a former pilot who lives in a house on top of the ridge that overlooks the runway.
- He first saw the airplane around the 1,874 feet remaining sign and heard the engine "revving."
- The airplane was on the left side of the runway centerline and heading toward the ridge on the left side of the runway.
- He heard a "significant sound" which he thought may have been the wing striking the ground, then heard another sound, which he thought was the landing gear.
- The airplane then went to the right side of the runway, impacted the parked airplanes, and erupted in flames. It all happened very fast.

  
  
Dennis Diaz  
NTSB NERA-VA

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**Subject:** Bill Krickhan - Witness  
**Entry Type:** Conversation

**Start:** Sun 5/27/2007 3:45 PM  
**End:** Sun 5/27/2007 3:55 PM  
**Duration:** 10 minutes

During the interview Mr. Krickhan stated the following:

-He is the head golf pro at the country club and manages the aircraft parking area. He was very accustomed to seeing aircraft land on the runway. At the time of the accident he was standing about 50 feet behind the first row of parked airplanes, and about 150 feet from the departure end of runway 32.

-He first observed the airplane on final approach, and it was "to high and much to fast."

-The airplane came over the threshold left of the runway centerline. The pilot tried to put the airplane down, but it started floating. It hit the runway and bounced 18-20' in the air. He then lost sight of the airplane behind terrain, but heard the engine power up.

-He next saw the airplane as it hit the berm on the left side of the runway in a high pitch up attitude.

-The airplane then came across the runway, toward the right side. It came very fast and was a blur.

-It impacted the parked Cirrus and the rocket went off, and then hit another airplane.

  
  
Dennis Diaz  
NTSB NERA-VA

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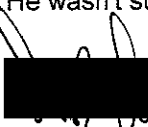
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**Subject:** Earl Young - Witness  
**Entry Type:** Conversation

**Start:** Sun 5/27/2007 4:00 PM  
**End:** Sun 5/27/2007 4:10 PM  
**Duration:** 10 minutes

During the interview Mr. Young stated the following:

- He is a former pilot who also lives on the hill that overlooks the runway.
- He first heard the airplane hit something near the golf tee adjacent to the runway at the bottom of the hill.
- He looked down and saw that the airplane was crabbed to the left, with the right wing down. One of the wheels caught and the airplane pulled more to the left.
- The pilot then "juiced it" but Mr. Young couldn't recall exactly where the airplane was at the time, but he thought that the engine had increased to full power.
- The airplane then started heading toward the other parked airplanes. Everything happened very fast, it was like a blur. He wasn't sure he could even tell you the color of the accident airplane.

  
Dennis Diaz  
NTSB NERA-VA

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**Subject:** Harry Brooks - Insurance Adjuster  
**Entry Type:** Phone call

**Start:** Mon 5/28/2007 12:00 PM  
**End:** Mon 5/28/2007 12:05 PM  
**Duration:** 5 minutes

During the telephone interview Mr. Brooks provided the following information from the pilot's most recent insurance application (dated 10/17/2006):

- Total Time 1,672 hours
- Retract Time 1,175 hours
- Multi-engine Time 28 hours
- Make/Model 11 hours

The pilot had completed Columbia Factory Training on 10/26/2006

  
Dennis Diaz  
NTSB NERA-VA

Report of Aircraft Incident at Mountain Air Country Club on  
Saturday, May 26<sup>th</sup>, @ approximately 11:06 AM, EST

I was in the parking area in front of my home @ 61 Lookout Loop Loading some items in my car trunk when I heard a plane making its landing approach, and walked over to the eastern edge of parking area in order to watch the landing

I believe the first thing I witnessed was the increase in engine noise AND, simultaneously, the very dangerous displacement of the aircraft to the west of the centerline of the runway.

It seemed that aircraft was attempting to correct to the right to avoid striking the ridge that should have been to his left. (west)

I immediately heard 1 strike and saw what I believe was the first strike of the left wing tip against the ridge.

The aircraft was still flying at this time.

Then I heard a 2nd strike, which I surmised was probably the landing gear.

I hollered to my wife that I believed we were going to have an accident. I then heard the crash, explosions and as I ran to my deck saw the flames and smoke and realized there was little chance that anyone could survive.

That time frame was probably less then 15 seconds.

The writer is a 77 year old male who had 3 Bonanzas over an 18 year period, flew into Mountain Air a number of times, and who quit flying in 1993

My witness point was about 200 feet west of the runway and about 80 feet above.

I may be reached at: Charles D. Harris

[REDACTED]

Miami, Fl. [REDACTED]

Ph: [REDACTED]

Cell [REDACTED]