on 3/29/2015 Ryan McCall Come in this morning around 9'.00 am we went over his solo cross country for planning and training the thight. A through pre-flisht was done on the aircraft.

After our training session

Ryan got into the airplane and went to get fuel. He did a proper runup as I supervised and sood.

everything sounded sood.

He then went for his

Living takeost I was sitting cutside before his takeost. He took off and the airplane climbed and amplane climbed and like then it looked like then it looked like aboutly he pulled up aboutly and then the right wing went over. I museditally called drove down the and drove down the

conway the airplane was
sitting in the field I
ended up driving back
to the airport due to
the airport tence. I
drove pass skydire Oranse
and in a field and
can on foot with several
other people to the scene
car was attempted with
chest compressions. I
notified 911 again of
the crash site.

Candace M. Pack
Phone
Orange, VA 22960

Betsie Johnson ne

I did not withess the plane take off and crash. I did run from Skydive arange to the crash site with Carl Lambert upon arrival to the Scene Carl Lambert did a pulse check and regrusted I theek behind him. I felt no pulse on palpitation. At this time Carl Lambert began CPR until EMS arrived. There was a fuel leak from where The wing had detached from the cockpit.) It was apparent that Ryan was not going to Survive the plane crash.

Julian Testa

Saw the airplank take off took a left hand turn didn't get enough air went down couldn't See if therewere any problems or smoking Single engine aircraft

RD mp

I did not witness the takeoff or crash at all since I was inside a windowless room at the time. I heard an announcement about an accident and came running out. I ran to the scene with a few other jumpers. When we arrived, there were a couple of bystanders, but they said they had not actually checked him for a pulse and had remained outside the aircraft due to how bad the scene looked and the fact that there was fuel leaking from the aircraft. Therefore, I was the first one to actually work on the patient. (He was the only one in the plane.)

I was able to get into the cabin through the pilot-side window. I checked the pilot for a pulse and found that he had none. I started CPR chest compressions and was able to get a responding firefighter or rescue squad member (not sure which he was) to get him to start trying to ventilate the pilot. I later transferred patient care to the medic who took charge of the scene when he arrived, and they pronounced the patient as dead.

At 0941 on 29 MARIS I was on the Flight line outside at Skydire Omny when I suw a single enige low-way retractable god- archaet reliate and begin to climb out at which I remorked was atnomally stow speed (I am a pilot with 100 hours) the didn't seem to be climbing past ~ 150 feet A.G.L. # 1 observed a sharp 90° left turn banked at 60° after a stall. I heard a loud being and then went into the office where I observed on of the jumpmaster of dial 911. I then went to my friend Josh Weenber and we drove his truck across the field toward the crash site. We approached the crossh site on foil at 0945 and assessed the pilot was in severe condition. The batterns were energized and there was feel leoling from the left wing tank AFter EMS and Law Inforcement arrived I stopped the Gel leak and turned off the aircraft Emergency Location Transmitter, Josh and I were the first individuals on seems. The pilot was unconscious and wa appeared to have a broken back and broken neck. We did not touch the pilot but attempted to get an audio response.

Skydive Orange instructor Former USMC helo pilot
US Navy-trained Aviation Safety

Other

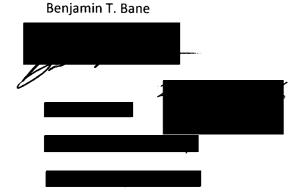
Stood on the tarmac talking to (2) AFF students, suitside the Skydire Ornange hanger door. One student Commented that an aircraft was Climbing out with low power. I commented, Maybe that's all he has! " We continued to watch him try to climbout, but he seemed preared to not gain any altitude. Smoke trail Sible-fairly thin, not heavy. Suddenly, the arrorast rade a sharp left turn to the North and sappeared behind the tree-line in a high AOB. Sappeared behind the tree-line in a high AOB.

1-6 seconds later, I could hear a dull thump. Her that, I van into Manifest, dialed 9-11 and ported the incident to the police.

On Sunday, March 29, 2015 at approximately 9:40 am, I was traveling northbound on Virginia State Rt. 20 at approximately 60 mph (according to my speedometer). As I approached the area at the start of the runway, I noticed a small aircraft with red and black stripes begin to motor down the runway. It quickly matched my speed of 60mph as it continued forward. As we passed the old airport building, the aircraft remained beside me. As we reached the next building, the aircraft picked up speed and pulled away from me. Near the end of the runway as the craft became airborne, I noticed right away it looked like it was having trouble.

As the aircraft gained altitude, it appeared that the nose went up as the tail dropped downward. The craft did this again, but this time I noticed blackish smoke trailing from the front of the plane and extended the length of it. The aircraft seemed to level out, but then it took a hard left turn and the nose of the aircraft began to drop downward. It quickly dropped down and disappeared over the trees and embankment.

I immediately pulled off of the road (Northbound on Rt. 20) and dialed 911 and waited for the first responders to arrive. When they arrived, I called Orange County Sheriff's Department and gave them all my contact information, at which time they told me I could leave the scene, and they would contact me if necessary.





MEMORANDUM FOR RECORD

Allison Diaz Air Safety Investigator Office of Aviation Safety – Eastern Region

Date: March 31, 2015

NTSB Accident Number: ERA15FA170 Persons Contacted: Aaron Hull - Witness

The following is a summary of the conversation conducted on this date:

- Mr. Hull was standing on the ramp near the Skydive Orange facility and observed the accident.
- He stated that he is a pilot with about 110 hours of flight time.
- He did not observe any birds in the vicinity of the airport at the time of the accident.
- He stated that the airplane climbed to about 150 feet above the ground, and looked like it was possibly trying to turn back to the runway and stalled.
- He did not hear any change in the engine noise throughout the takeoff and accident sequence, but said that it seemed "quieter than it should be."
- During the airplane's climb, he saw a 10-20 foot long trail of exhaust coming from the engine.

END



MEMORANDUM FOR RECORD

Allison Diaz Air Safety Investigator Office of Aviation Safety – Eastern Region

Date: March 31, 2015

NTSB Accident Number: ERA15FA170 Persons Contacted: John Steinberg - Witness

The following is a summary of the conversation conducted on this date:

- Mr. Steinberg was standing on the ramp near the Skydive Orange facility and observed the accident.
- He stated that he did not observe any birds in the vicinity of the airport.
- The airplane's engine did not sound abnormal, however, its acceleration and climb seemed slow.
- There was a faint trail of brown smoke coming from the engine compartment as the airplane climbed out.
- He stated that the winds at the time of the accident were light but "skittish."
- Sometimes the AWOS was not reliable in reporting accurate wind speed and direction.

END