

April 12, 2001

Sirs;

On April 9, 2001 while playing golf at Dodger Pines C.C. I witnessed a small aircraft crash near the 17th tee of the golf course at approximately 12:05 pm.

I was standing at point X, see rough sketch, when I first noticed the aircraft at treetop level coming from the West. After passing over the 16th fairway and just clearing the trees between the 16th fairway and the 17th tee box the aircraft nosed down at about 30/35 degrees and struck some large pines 15/20 feet above ground.

Approximately one second after the crash the aircraft burst into flames. The flames were approx. 30ft. wide and 70/80ft high. Bright orange. About 3/4 minutes later there was a small explosion and some black smoke joined the flames.

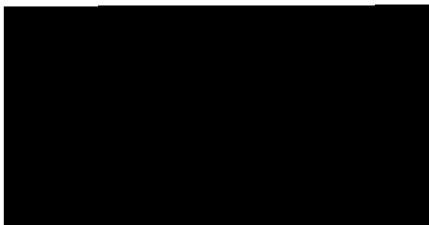
As the aircraft crossed over My head I noticed the engine was running but at an idle speed, no power what so ever. The landing gears up.

From the first time I saw the aircraft there was no way it could have landed on the golf course at that time.

In my opinion, and this is just a guess, the pilot was trying to avoid the people on the ground, and when he saw the houses in his path he nosed the aircraft into the trees.

If I can be of any further help please feel free to call.

William O. Katt Jr.



A black rectangular redaction box covering the signature area, with a handwritten signature "William O. Katt Jr." written over it.

P.S. I DID NOT SEE ANY SMOKE OR FLAME
COMING FROM THE AIRCRAFT BEFORE THE CRASH.

WOK



PLANE

Woods

AIRCRAFT
NOSED
DOWN AT
APPROX 30°

16th
GREEN

SAND BUNKER

17
TEE

AIRCRAFT
JUST MISSING
TREES
HERE

Bnd

17th

Fairway

SAND
BUNKER

AIRCRAFT
ALMOST
TOUCHING
TREES

PLANE

16
Fairway

Woods

17
GREEN

X - MY POSITION
Y - AIRCRAFT AT FIRST SIGHT
Z - CRASH SITE
TO
16th TEE

N

4, 09-01

Employed (Piper) Eng. Dept.

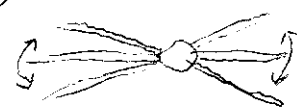
Time of Report 2:00 pm on 4, 09-01

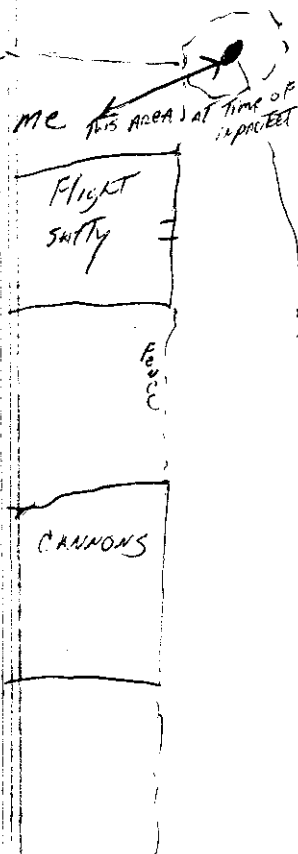
CARL UNGARINO

Eye witness Account

PL

ON The 9th of April 2001 AT ~~12:08~~ ^{12:08} PM I observed
a MARIDIAN AIR CRAFT TAKING OFF FROM THE EAST-WEST
RUNWAY Heading Due West. The AIRCRAFT (A Brownish ^{or Burgundy} ~~to~~
~~and~~ and white.) Took OFF From Vero Beach Airport.
For some reason I Looked at my watch and ~~watched~~
and Listened To The Engine. It sound smooth and steady
but not too loud like it was low on RPMs. The AIRCRAFT
Took OFF and Raised its Landing gear to what seemed
to be a STANDARD TAKE OFF. The AIRCRAFT slowly gained
Altitude To about 350' ^{give or take} ~~maybe~~ if that is

~~Still~~ Still watching The AIRCRAFT
~~But~~ I notice it stopped climbing about ^{455' 105'} ~~to 600'~~
sec. into The flight. The PLAIN started
to ~~be~~ TURN SOUTH SOUTHWEST THEN
SOUTH. IT WAS AT THIS TIME
I Thought There was a problem
The AIRCRAFT wings started
a ~~roll~~ roll ACTION 
and started to ~~lose~~ lose
altitude in an uncharacteristic
manner.



W
Run
way

DIRECT
OF
PLAIN
E

WIS
AIR

not to scale

The aircraft continued to loose altitude and
appeared to be laboring to maintain altitude. ~~2 min~~ ^{2 min into flight} ~~about~~ ^{about}

The aircraft at this time was slightly behind the

hangars at the southwest part of the airport and heading south.

Still loosing altitude arrived at the point behind the
hangars and seemed to be ~~at~~ about 20' to 40 ft above the

tree line in the distance (a estimate) it seemed
to have leveled off for about 5 seconds.

I'm not sure if I saw landing gear come ~~for~~ down
or if it was just the fact it had lost more

altitude and got to the tree line but it ~~it~~ went
out of sight quickly (about 3 min ^{in flight} ~~there~~). I heard

nothing but saw dark smoke from the area where

the aircraft went down. 3 min 20 sec approx.

April 09, 2001 2:05 PM

Name: JAY M. McDONALD

Employer: PIPER AIRCRAFT, INC

Reports To: Tim Stetkus

Position: Senior Systems Analyst

Home Address:

Home Phone:

On Monday, April 9th I was walking northbound in the Piper parking lot in front of ~~the~~ Building 13, where the Piper tours originate. This was a couple of minutes after 12:05 pm.

I observed a white/light-colored single engine aircraft (type unknown) flying quite low (100-150 feet) and traveling at a high rate of speed.

It turned quickly to its left side on a angle between 60-80 degrees. It was not a full 90° on its side.

Prior to this turn it appeared to be losing altitude although not quickly.

It then rapidly straightened out but over compensated slightly the other way. The back and forth roll movement can best be described as "erratic".

My last visual sighting, the plane was

level as far as the wings go but it continued at a slight pitch toward the ground. I ~~then~~ then lost sight of the plane behind the trees. A few seconds later I saw a plume of smoke. It appeared to maintain a rapid rate of speed throughout.

~~James Earl Ray~~
April 09, 2001

Kenneth G. Stansel

4-9-01

Employed at New Piper Aircraft.

I work in Dept. 2718 - Machine Shop as a CNC Machinist.

Have worked for Piper for 28½ yrs.

At about 12:07 P.M. April 9, 2001 I was in my vehicle,
I turned North onto 43rd Ave. from 26th St.

I looked out over the golf course and I saw a Piper
Meridian west of the golf course, flying very low and slow.
The Aircraft did not seem to have the power to stay
in the air. The aircraft was traveling South and I
thought it would try and turn toward the airport but
instead it kept floundering and looked ^{like} they were
trying to stay in the air. Instead it looked like it
just got slower and lower. Then I saw the black smoke.

~~Kenneth G. Stansel~~

1:50 P.M.

4-9-01

John Poteruf

4-09-01

N262mm SN #40.

At approx. 12:05 outside Building #21 facing the Runway I watched the aircraft taxi out normally, seemed like a normal Runup. The Tower had Aircraft taking off with the wind. The plane took the Runway and did not Accelerate normally. The PT-6 sounded weak and it took possibly half the Runway to take off. Very slow on lift off and climbout. Steadily climbed away from the Runway, then started a gentle left turn. When I looked back up it was in a steepen left turn and I had to get up to see Behind the Building (#21) and the aircraft was in a steep turn to the Left and ~~went~~ went behind the trees (far away from me) and then a large cloud of black smoke ensued.

Problems

- ① Aircraft seemed weak on power.
- ② Took a long time to take off.
- ③ Aircraft were taking off with the wind, By the Tower.
- ④ Slow to climb out.

Employment with Piper

- A+P Mechanic / MMF
(Did not work on plane, but it was next to the one I was working on. Said hello to the pilot/owner.)

NO SMOKE FROM ACFT JTL

Time now 1:22 pm.

Name: Barbara Turner

Address:

Phone #

Occupation:

Description: On 17th T on golf course
No smoke from plane

OF PLANE WHEN IT WENT DOWN.

She was at ball wash on 17th T, heard airplane + looked. Saw the a/c ^{between} 11th + 12th Fairway - low in sky - thought it was in trouble. Made left turn over 15th ^{GREEN}, then headed down 14th ^{FAIRWAY} and got lower in the air - thought plane would land on 14th Fairway. When she looked up ^{a/c} was going across trees between 14 + 16. Went over her head. She believes when pilot saw houses he ditched aircraft straight down into trees - all she saw was tail of airplane. Immediate explosion + fire. Does not remember seeing landing gear down.

4/11/01 Barbara Turner

JAMES A. SARAGE

PIPER
PRODUCTION TEST FLT
PILOT

On Monday, April 9, 2001 shortly before noon, Jerry Sharp and I began preflighting a Seminole. As we were walking out ~~to~~ to the aircraft, we noticed an Aerostar landing. It seemed to have an excessive ground speed. Because of the ground speed I looked at the windsock, ~~not~~ noting the Aerostar had landed down wind.

Shortly after we began the preflight, the Meridian which later crashed started ^{its} engine.

I noticed that the wind from the East had increased. Looking at the windsock I estimated the wind to be at 10-15 kts.



After the Meridian had taxied away, I remarked that the wind was much too strong for takeoff and landings and that the tower should change runway. In fact I made the remarks several times. I could feel the wind blowing from the East as well as see the windsock.


~~At~~ A few minutes later, I noticed the Meridian at the C1 taxiway, ^{Runway 29L} either no. 1 or no. 2 for takeoff. The thought crossed my mind that I hoped the Meridian pilot would note the wind and ask the tower ~~if it was safe~~ to runway 1 (R), then take off into the wind.

A few minutes later Jerry and I heard what I assumed was the ambulance going to the crash scene.

While checking out the radios on the Seminole, we tuned the KVRB ATIS. The ATIS was not being broadcast. After a few minutes, information "BASSO" was broadcast. It gave the cloud cover, temperature, dewpoint, ^{altimeter} and winds. That was the extent of the ATIS. No runway was given. The winds were broadcast as easterly at "~~5 kts~~" five knots. My remark to Jerry was "5 kts my ass." ~~the~~ The ATIS was played only twice. We both remarked that no runway assignment was unusual. After a few minutes, information "CHASIE" was broadcast. It was a "normal" ^{& complete} ATIS. I did not note the wind report.

<u>NATIONAL TRANSPORTATION SAFETY BOARD</u>		Time 10:00 am	Date 4/20/2001
RECORD OF: <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE <input checked="" type="checkbox"/> TELEPHONE CALL			
Name (s) of Person (s) contacted or in conference and location Cody Ramsey		Routing	
		Symbol	Initials
Arizona Aircraft			
520 772-0982			
Subject: N262MM, Piper PA-46-500TP, Vero Beach, FL., 04/09/2001			
Digest: <p>He attended the Simcom Piper PA-46-500TP course, finishing March 9, 2001. He used N262MM for the course, and flew in the airplane about 2.5 hours with Simcom instructor David White. Mr. Ramsey then delivered N262MM to the accident pilot at Spruce Creek Airport, Daytona Beach, FL. He then gave the accident pilot 4-5 hours of dual differences training in the accident airplane.</p>			
Conclusions, Action Taken, or Required: <p>I reviewed the above with Mr. Ramsey and he concurred.</p>			
Date 4/20/2001	Title Senior Air Safety Investigator	Signature Jeffrey L. Kennedy	

<u>NATIONAL TRANSPORTATION SAFETY BOARD</u>		Time 2:50 pm	Date 4/20/2001
RECORD OF: <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE <input checked="" type="checkbox"/> TELEPHONE CALL			
Name (s) of Person (s) contacted or in conference and location Al Delinger		Routing	
		Symbol	Initials
			
609 267-0763 office			
			
Subject: N262MM, Piper PA-46-500TP, Vero Beach, FL., 04/09/2001			
Digest: <p>He and a friend, Roger Gardner, were on the 15th tee box. They heard an airplane takeoff and turned to watch it. They observed the airplane about 1 mile away, lift off and climb to about 200 feet, heading west. The airplane then made a left turn toward the golf course and he wondered why. He heard a distinct change to lower engine noise at this point. The airplane came toward the golf course and made several course changes. The nose dropped and then pulled up. The airplane cleared one set of trees, but collided with the next set of trees. The propeller was turning. He is a pilot. His friend is not a pilot.</p>			
Conclusions, Action Taken, or Required: I reviewed the above with Mr. Delinger and he concurred.			
Date 4/20/2001	Title Senior Air Safety Investigator	Signature Jeffrey L. Kennedy	

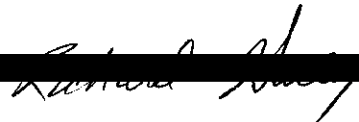
<u>NATIONAL TRANSPORTATION SAFETY BOARD</u>		Time 8:20 am	Date 4/10/2001
RECORD OF: <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE <input type="checkbox"/> TELEPHONE CALL			
Name (s) of Person (s) contacted or in conference and location Phil Kempf		Routing	
		Symbol	Initials
			
Subject: N262MM, Piper PA-46-500TP, Vero Beach, FL., 04/09/2001			
Digest: He and his wife, Phyllis, were playing golf on the 17th tee. His wife saw N262MM flying westerly down the 12th hole. They lost sight of the airplane. The airplane reappeared flying on a southerly heading. The engine sounded as if it was running at full power. There was no smoke coming from the airplane. The wings were level. The airplane hit the trees and fell to the ground. Immediately they observed black smoke and flame. He is not a pilot.			
Conclusions, Action Taken, or Required: I reviewed the above with Mr. Kempf and he concurred.			
Date 4/10/2001	Title Senior Air Safety Investigator	Signature Jeffrey L. Kennedy	

April 17, 2001

On Friday, April 6, 2001 I received a call from Lee Korman to set up an appointment for him to bring his aircraft, PA46-500TP N262MM s/n 4697040, to Piper to have an intermittent microphone jack repaired. We agreed that he would bring the aircraft in on Monday April 9. Mr. Korman arrived on the morning of the 9th along with a passenger from Spruce Creak. The microphone jack was repaired by plugging in a connector that had come loose. Mr. Korman mentioned that his alternator was carrying more load than the generator and that he needed fuel. I started the aircraft and taxied to our maintenance run up area, let the engine and electronics warm up and the battery charge for approximately 10 minutes. I then adjusted the alternator voltage regulator from inside the cockpit. I observed nothing abnormal during engine start or run. Total engine run time was approximately 15 minutes. The aircraft was taxied back and shut down. I drove the Jet A fuel truck to the aircraft and added 26 gallons to each wing tank. This brought the total fuel load to approximately 900 pounds. The fact that the aircraft was fueled from the Jet A truck was witnessed and verified by Dick Hurley. Mr. Korman was given an invoice and logbook entry for the work performed and he and his passenger boarded the aircraft and started the engine. I did not observe the taxi or departure.


Mike Cardinale

*I witnessed JET A Fuel truck adding
Fuel to said aircraft*



FAA Form 1360-33 (4-75) Formerly FAA Form 1522 AFS Electronic Forms System - JetFarm FarmFlow - 12/1998

(Page 2 of 2 - 4/10/01 Interview with Pat Cobb at Sun Aviation re: N262MM):

After completion of the voltage regulator work and approval for return to service on Friday (April 6th), the owner departed with the airplane and reportedly flew it back to his home base at Spruce Creek Airport in Daytona Beach, FL. This was the last time that the pilot and the airplane were at Sun.

No work was performed by Sun personnel on the engine or engine systems (during the above referenced maintenance), according to Mr. Cobb.

The owner reportedly returned to Vero Beach with the airplane on Monday April 9th, and went to Piper to have them look into the intermittent microphone/headset problem that he had reported earlier. Piper reportedly determined that the problem was due to a loose connection and they replaced the microphone assembly. The owner then left Piper with the airplane, and crashed during departure.

Mr. Cobb provided copies of the work order packages for the work performed on the airplane by Sun between 4/2/01 & 4/6/01. Review of those packages revealed that the airplane had logged 43.7 hours total time in service (TTIS) as of 4/6/01. The maintenance release and the invoice for the avionics installation were dated 4/5/01. The maintenance release for the voltage regulator warranty work was dated 4/6/01, and the invoice for that work was dated 4/9/01.

During a discussion about Piper Meridian maintenance in general, Mr. Cobb noted that another customer's airplane had been brought to Sun for corrective maintenance after the power lever had apparently been moved into the beta range with the engine not running. This control movement had caused the fuel control / beta control linkage mixer-assembly adjustment to be adversely affected, and the engine and/or propeller did not react properly to control inputs during a subsequent engine start (at Vero Beach).

Mr. Cobb noted that he had seen this abnormal start, and that he observed the airplane swaying and gyrating from what appeared to be large propeller and/or engine speed excursions as the pilot attempted to control the engine. Sun personnel were subsequently tasked to fix the problem, which they did by readjusting the fuel control linkage assembly to restore the proper linkage and mixer-assembly geometry.

I asked Mr. Cobb to describe what effect this type of mis-adjustment could have on Meridian engine operation during a takeoff; Mr. Cobb replied that he couldn't say specifically (because it would depend on the degree of mis-adjustment), but that he expected it would likely have an adverse affect on fuel control scheduling and/or beta valve control.



RECEIVED

APR 11 2002

NTSB MIAMI

March 28, 2002

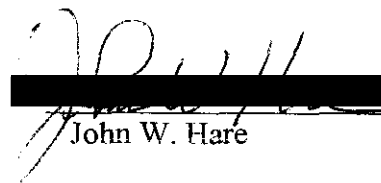
National Transportation Safety Board
8405 N.W. 53rd Street - Suite B103
Miami, FL 33166

Re: Estate of Leonard Korman, Deceased
Date of Accident: 4/9/01 Vera Beach, Florida
Registration No. N262MM

To whom it may concern:

The undersigned listened to the audio tape supplied by the NTSB as well as two audio tapes and disk that had been augmented by a professional sound company. The purpose of the augmentation was to take away the whistle or noise on the tape. The voice on the tape is that of Mr. Chiavola.

I am a member of the Spruce Creek Fly community. I am familiar with the voices over the airplane radio of both Mr. Chiavola and Mr. Korman. The voice on the tape is not that of Mr. Korman but rather is the voice of Mr. Chiavola.



John W. Hare

RECEIVED

APR 11 2002

NTSB MIAMI

March 28, 2002

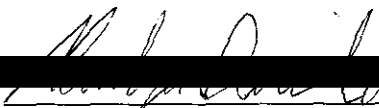
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As the sister of Lee Korman, I was familiar with his voice and the voice on the tape is not that of my brother. Therefore, it must be Mr. Chiavola.


Marilyn Daniels, Executor
and sister of Leonard Korman, Deceased