

October 13, 2010

Having reviewed the video recorded by the passenger's family, what follows is my opinion as to what it shows.

After a brief stop at the run-up area for runway 3, the aircraft appeared to take off normally.

Note: Traffic was using 12 with winds 100/12. I announced and entered the downwind leg for 12 immediately before Bob made his radio call to take off on 3. While on the 45 for 12 I had listened to the AWOS one last time to confirm the winds. He announced that he was taking off on 3 and wouldn't interfere with the traffic on 12. He made no additional radio calls. Bob's normal routine would have been to make right traffic on 3, turn downwind and head out to the west practice area. The aircraft could easily be off the ground in less than 300 feet in those conditions so there would be no conflict with traffic on 12.

I saw the aircraft begin a takeoff roll and while out of view behind a hangar, it lifted off and began a right turn to crosswind. When it reappears the aircraft is in a bank to the right, turning to crosswind.

In my opinion, Bob was uncharacteristically low as they reappeared on camera. The aircraft is capable of climbing at a much greater rate than demonstrated on this flight. Even if he was trying to allow for video taping from the ground I believe he would have continued to climb at a higher rate.


The aircraft goes out of sight of the camera as it passes overhead. When it reappears the engine sounds normal but the aircraft is very low. It's in the process of making a flat turn to base leg. The engine and flight controls appear to be functioning normally.

I see the aircraft make a right turn in what appears to be an attempt to line up and land on runway 3. As the aircraft rolled to the right the entire upper surface of the aircraft is exposed to a 12 knot crosswind coming out of 100. It has a large wing and a basic empty weight of around 650 pounds. It gets pushed to the left of the runway and I see what appears to be a stall/spin to the right at very low altitude.

The aircraft goes out of sight behind a hangar so the actual impact is not visible but it was only a few feet from impact when it goes behind the hangar.

The propeller appears to continue to turn throughout the video and from the sound track, the engine seems to be running normally.

I'm a private pilot, single engine land. Certificate obtained April, 2005 with approximately 510 hours total time and approximately 50 hours in Remos G3 aircraft including the accident aircraft.


Ronald C Herbert
Business Manager
Tucson Aeroservice Center, Inc

Madison Region
Madison #2

Saturday, August 28, 2010

8:20-8:30 a.m.

Driving north on Sadaio Rd. approx. 2 miles from intersection with Ann Valley Rd.

Saw two aircraft depart SE.

One, a white color high wing monoplane appeared headed roughly south and very low over the airport buildings on the SE edge of the airport. It was very unusual.

It made a right turn and proceeded west in a more high attitude at slow speed perhaps just south of Ann Valley, parallelly Ann Valley Road as it flew west. The aircraft did not appear to lose altitude or to climb.

It made another right turn in the approximate area of the restaurant building, proceeding north.

The aircraft appeared to clear the buildings and then suddenly made a steep right bank and descended sharply and disappeared from sight.

My companion and I drove the remaining distance and parked near the restaurant. Walking to the perimeter fence we could see apparent wreckage and several people gathered near it. I called to a PCSO Agent to inform him we had witnessed a significant part of the event leading up to the crash. I could not hear his response. I went to the flight center and left my business card and he decided to make some notes.

Other: I was not able to hear the engine at any time. Conditions were clear with apparently calm wind. I saw no smoke or other indication of fire or engine performance.



MISS 1.19.87 5312

August 28, 2010

Approx. 8:25 am

Michael Owen and I were traveling north on Sendario Road when I saw two planes take off.

The first plane was flying east and the second plane looked like it made a sharp hook to the right which appeared ^{to be} without following over the buildings. Then I saw the plane turn perpendicular to the ground - losing altitude and disappeared behind the buildings.

We parked ⁱⁿ at the parking lot at the cafe and walked over to the fence. I saw the crashed plane and several people running around the crash site.

A couple of minutes later the police started to arrive and then the fire department.

Diane Link

City of Tucson, Budget & Internal Audit

8-28-2010

I was sitting at Tucson Aeroservice, Inc at the front desk when I heard an announcement over the radio that an airplane had "gone down" on runway #3. I left the office and saw the aircraft to the left of the runway. It was obviously damaged and I ran over to see if I could be of assistance. Several people were already pulling the passengers from the aircraft. I don't remember who they were as I was very upset. I did not see the crash itself and after I saw that emergency personnel were on scene I departed.

Michael V Matthews

8-28-2010

I was on ½ mile final approach with a student in the Remos GX, 26GX, I heard bob in 268RA make his announcement that he was taking off on runway 03 and would not interfere with traffic on 12-30 and he would be making a turnout to the west. On ¼ mile final I saw the plane take off and become airborne on runway 03 and I saw his first right hand turn to the south. At this point I looked back at the runway to teach my student how to land when I heard another pilot call out over the radio that the Remos G-3 had crashed.

Joseph Harter

A black rectangular redaction box covering the signature of Joseph Harter. There are some handwritten scribbles to the left of the box.

August 28, 2010

I was inbound on the 45 for left traffic, runway 12. As I was approaching the cement plant from the east I listened to AWOS to confirm the winds which were 100 at 12 knots.

As I entered the downwind leg just short of midfield I heard Bob Cloutier announce that he was taking off on runway 3 and wouldn't interfere with traffic on 12.

As I was about to turn base for 12 I heard another pilot call Unicom to say that an aircraft had crashed next to runway 3.

Ronald C Herbert

08/28/10 0930

I WAS LOCATED ON THE RAMP IN FRONT OF THE FBO WHEN THE INCIDENT OCCURRED. I WAS ON THE TUG WESTBOUND IN FRONT OF BUILDING 101 WHEN I HEARD AN AIRCRAFT THAT SOUNDED LOW. THE SHADOW OF THE AIRCRAFT FULLY CONSUMED ME AND THAT ~~THAT~~ IS WHAT ULTIMATELY CAUGHT MY ATTENTION. I LOOKED UP AND THE AIRCRAFT WAS N268RA. IT APPEARED AS THOUGH A "SHORT APPROACH" WAS BEING CONDUCTED TO RUNWAY 3. AS I CONTINUED WESTBOUND ON THE TUG, IT APPEARED AS THOUGH THE TURN ~~TO~~ TO THE APPROACH END OF RUNWAY 3 EXCEEDED 45° . FROM MY ANGLE, IT STILL APPEARED AS THOUGH THE AIRCRAFT WAS EXECUTING A SHORT APPROACH. HOWEVER, IT WAS CLEAR TO ME (A COMMERCIALLY LICENSED PILOT) THAT THE RUNWAY ~~WAS~~ WAS GOING TO BE OVER-SHOT. IT APPEARED AS THOUGH THE PITCH WAS THEN COMPENSATED (UP) TO TRY AND SALVAGE ANY ALTITUDE THAT WAS POSSIBLE TO GET TO THE BLACKTOP OF THE RUNWAY. AT THAT POINT, THE AIRCRAFT WAS DESCENDING SO RAPIDLY THAT THE GROUND ~~WAS~~ MET THE NOSE GEAR WHEEL FIRING / SPINNER / PROP IN A MATTER OF 2 SECONDS. THE $45^{\circ} +$ BANK TURN WAS STILL BEING EXECUTED AT THE POINT OF IMPACT.

~~RAISSA A. SCHROEDER~~
RAISSA A. SCHROEDER

The aircraft appeared relatively stable
in flight and seemed to make coordinated
turns until the show right bank
and descent from sight.

8/28/10

[REDACTED]

[REDACTED]

[REDACTED]

Michael E. Owen

[REDACTED]

Tucson, AZ 85743

Licensed Private Pilot, 500 hours logged.



MICHAEL E. OWEN
PRINCIPAL ASSISTANT CITY ATTORNEY
OFFICE OF THE CITY ATTORNEY
INTERNAL LITIGATION UNIT

City Hall Tower
255 W. Alameda
P.O. Box 27210
Tucson, AZ 85726-7210

(520) 791-4221
FAX: (520) 791-4188
Michael.Owen@tucsonaz.gov

Museum Regional
Museum, AZ

Cell [REDACTED]

28, 2010

8:20-8:30 a.m.

Driving north on Sandoz Rd. approx. 2 miles from intersection with Ave Vally Rd.

Saw two aircraft depart SE.

One, a white color high wing monoplane appeared level roughly south and very low over the airport buildings on the SE edge of the airport. It was very unusual.

It made a right turn and proceeded west in a more high altitude at slow speed perhaps just south of Ave Vally, parallelly Ave Vally Road as it flew west. The aircraft did not appear to lose altitude or to climb.

It made another right turn in the approximate area of the restaurant building, proceeding north.

The aircraft appeared to clear the buildings and then suddenly made a steep right bank and descended sharply and disappeared from sight.

My companion and I drove the remaining distance and parked near the restaurant. Vally to the perimeter fence we could see apparent wreckage and several people gathered near it. I called to a PCSO Agent to inform him we had witnessed a significant part of the event leading up to the crash. I could not hear his response. I went to the flight center and left my business card and I decided to make some notes.

Other: I was not able to hear the engine at any time. Conditions were clear with apparently calm wind. I saw no smoke or other indication of fire or engine performance.

11-2-72
H.L.

[REDACTED]

Witnessed
from Air

T.A. CAID

TECHNOLOGY
FABRICATION
RAW MATERIALS
MANUFACTURE
INSTALLATION

RON RICE
VICE PRESIDENT
& CHIEF DESIGNER

ronr@tacaid.com
www.tacaid.com

2275 East Ganley Road
Tucson, AZ 85706

MAILING ADDRESS:
P.O. Box 26945
Tucson, Arizona 85726

(520) 294-3126 x339
(520) 294-8180 FAX



MARANA POLICE DEPARTMENT VOLUNTARY STATEMENT



REPORT NUMBER 1008-2651	INCIDENT LOCATION 11700 W AVA VALLEY RD	DISTRICT ONE	PAGE OF
REPORTING OFFICER OFFICER HOLBERG	BADGE 373	DATE 8/28/10	TIME 0822
NOTICE: BY COMPLETING THIS FORM THE UNDERSIGNED ACKNOWLEDGES THAT THE INFORMATION CONTAINED WITHIN WILL BECOME PART OF A PERMANENT POLICE RECORD. THE UNDERSIGNED AGREES THAT THE INFORMATION IS TRUE AND ACCURATE TO THE BEST OF THEIR KNOWLEDGE AND THAT THE STATEMENT WAS GIVEN OF THEIR OWN FREE WILL.			
NAME: RICHARD G. CHAPMAN		DATE OF BIRTH: [REDACTED]	
HOME ADDRESS: [REDACTED]	CITY: TUCSON	STATE: AZ	ZIP: 85737
BUSINESS ADDRESS: RETIRED	CITY:	STATE:	ZIP:
HOME PHONE: [REDACTED]	OTHER PHONE:	DRIVERS LICENSE OR ID# [REDACTED]	
STATEMENT: AT APPROX 08:20 AM 28 AUG 2010, I WAS STANDING AT THE EAST END OF HANGER # 204, MARANA AIRPORT, AND WATCHED AS A REMOS AIRCRAFT TAXIED ONTO RUNWAY 03 AND BEGAN A TAKEOFF. AFTER SEVERAL HUNDRED FEET THE AIRCRAFT LIFTED OFF AT APPROX 150' ALTITUDE AND IMMEDIATELY STARTED A LOW NOSE-UP TURN TO THE RIGHT. AFTER PASSING LOW OVER SOME HANGERS, THE AIRCRAFT CONTINUED THE RIGHT TURN AND SEEMED TO BE TRYING TO LAND BACK ON RWY 03. THE PILOT CONTINUED THE NOSE-UP HARD RIGHT TURN AND SEEMED TO STALL IN THE STEEP TURN, CRASHING ON THE RIGHT WING & NOSE AT A STEEP NOSE DOWN ANGLE. I YELLED FOR HELP TO OTHER PILOTS IN THE HANGER AREA AND WE ALL RAN TO THE AIRCRAFT. WE PULLED THE TWO OCCUPANTS FROM THE AIRCRAFT AS OTHERS ARRIVED, GETTING THEM AWAY FROM THE AIRCRAFT DUE TO A PUNCTURE IN THE FUEL TANK. I AM A PRIVATE PILOT AND FORMER MILITARY PILOT WITH OVER 3,000 HRS FLYING TIME			
SIGNATURE: [REDACTED]		DATE: 28 AUG 2010	TIME: 09:15

VOLUNTARY STATEMENT



MARANA POLICE DEPARTMENT VOLUNTARY STATEMENT



REPORT NUMBER 1008-2651	INCIDENT LOCATION 11700 W AVRA VALLEY RD	DISTRICT DNE	PAGE OF
REPORTING OFFICER HOLBERS . M	BADGE 373	DATE 8/28/10	TIME 0822
OFFENSE			

NOTICE: BY COMPLETING THIS FORM THE UNDERSTANDING ACKNOWLEDGES THAT THE INFORMATION CONTAINED WITHIN WILL BECOME PART OF A PERMANENT POLICE RECORD. THE UNDERSIGNED AGREES THAT THE INFORMATION IS TRUE AND ACCURATE TO THE BEST OF THEIR KNOWLEDGE AND THAT THE STATEMENT WAS GIVEN OF THEIR OWN FREE WILL.

NAME: DAVID E. DEWITT		DATE OF BIRTH: [REDACTED]	
HOME ADDRESS: [REDACTED]	CITY: RED ROCK	STATE: AZ	ZIP: 85145
BUSINESS ADDRESS: [REDACTED]	CITY: [REDACTED]	STATE: [REDACTED]	ZIP: [REDACTED]
HOME PHONE: [REDACTED]	OTHER PHONE: [REDACTED]	DRIVERS LICENSE OR ID# [REDACTED]	

STATEMENT:

SITTING @ THE AVRA VALLEY RESTAURANT SAW THE A/C
DARK VERY LOW HEARLY HITTING THE + DIRECTLY OVER THE
BUILDING IT SHORTLY THEN AFTER WENT DOWN NEAR THE RUN
WAY. MY WIFE + I RAN OUT ONTO THE SCEN + ASSISTED IN
GETTING THE TWO OUT OF THE A/C. THERE WAS FULL LEAKING
FROM A/C.

SIGNATURE: [REDACTED]	DATE: 08/28/10	TIME: 0845
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VOLUNTARY STATEMENT



MARANA POLICE DEPARTMENT VOLUNTARY STATEMENT



REPORT NUMBER 1008-2651	INCIDENT LOCATION 11700 W. AVRA VALLEY Rd	DISTRICT ONE	PAGE OF ONE
REPORTING OFFICER OFFICER HOLBERG	BADGE 373	DATE 8/28/10	TIME 0822
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NAME: Setiva Dewi H		DATE OF BIRTH:	
HOME ADDRESS [REDACTED]	CITY: KID ROCK	STATE: AZ	ZIP: 85145
BUSINESS ADDRESS: UMC 1501 N Campbell	CITY: TULSON	STATE: AZ	ZIP: 85715
HOME PHONE: [REDACTED]	OTHER PHONE: [REDACTED]	DRIVERS LICENSE OR ID# AZ	
STATEMENT: Sitting in Avra Valley Airport Restaurant. Husband D. Dewi H stated airplane went down. I am an EMT @ UMC, so I went to scene. Upon site, witnessed two people, male in female in plane. Male was yanking out plane & seemed unable to breathe. Other male pulled him out & got away from plane. Bros started coming out of plane. I checked male, while I told other man to get female out & away from plane. Check male, breathing slowly & irregularly. Pulse faint. Lifeguard came to site. I took over care of male. Went back to female. Laid her flat on side, because extensive blood coming out of mouth I sat behind her & kept back straight. Female had intentions to die. Female able to answer questions, move toes, and squeeze tighted hands. Held pressure to paramedics & talked to female. Female's mom & brother on site. Avra Valley & ASW Fire department came. Told first firefighter on site, status of female & exited.			
SIGNATURE: [REDACTED]		DATE: 8/28/10	TIME: 0845

VOLUNTARY STATEMENT