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.

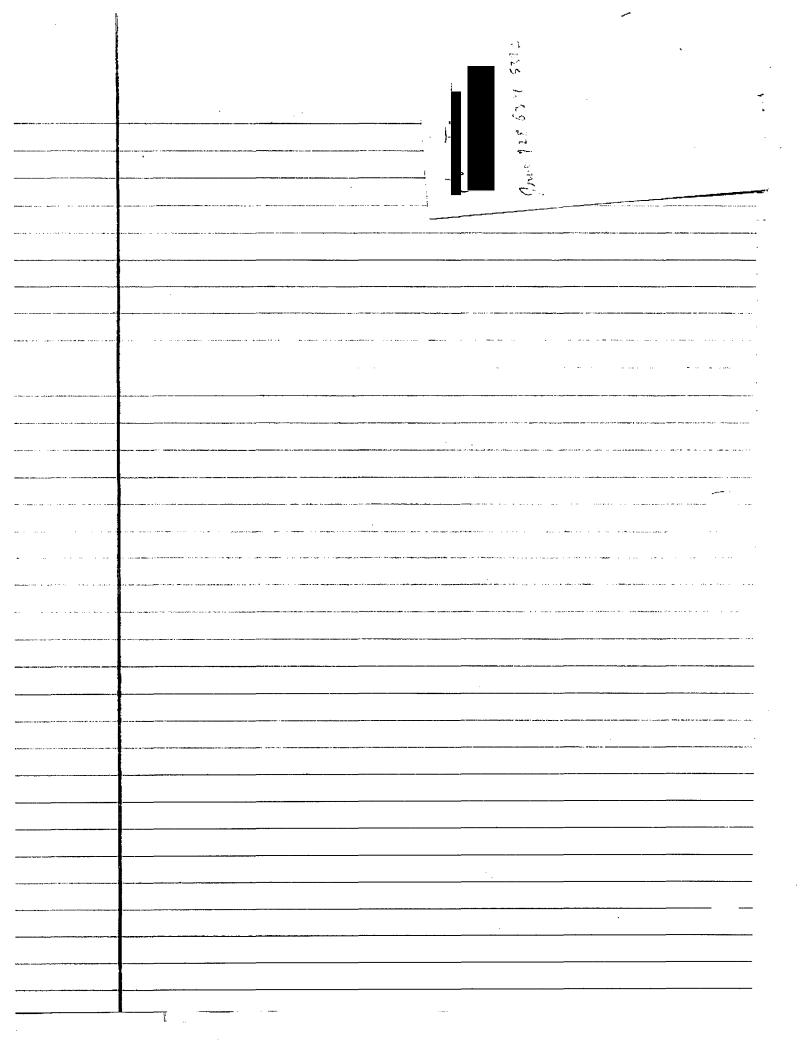
I'm a private pilot, single engine land. Certificate obtained April, 2005 with approximately 510 hours total time and approximately 50 hours in Remos G3 aircraft including the accident aircraft.



Ronald C Herbert Business Manager Tucson Aeroservice Center, Inc

Musin Region / Mixima, AZ

Situaly (august 28, 2018 3:20-8:30 a.m. During north on Sadar Pd. approx. 2 miles from intersection with aun Vally Rd. Saw two ancieft departy SE. on the SE edge of the arrivat. It was very unusual It make a right tun ad needle west in a hore And Vally, parallely are Velly Road as it flew west.
The arrests did not your to love alitated or to clink, It made another right turn on the approbable The arriver appeared to clear the building and the should make a steep right back and descended should designed from right. My conjunion and I dione the remain declars and pould new the certainent Wally to the perimite force gattout near it. I called & a 1050 kgret & enform how we had without a regression part of The event levely up to the crack. I could not be a li buries can and to decital & water come was. Otha: I won ut alle to hear the engine it any time Conditions were dear with appeared colon weel. I sow no mohe rote interstor of fire or organ performer

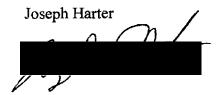


Olique 28, 2010 Approx 8:25 am Muhael Owen and I were traveling north on Sundario Road when I saw two planes take off. The fust plane was flying east and the second plane looked like it made a sharp book to the right which appeared without following over the buildings. Then I bow the plane Turn perpendicular to the ground - losing altitude and disappeared befind the We packed at the packing It at the Cafe and walked over to the fence. I saw the crashed plane and several people running around the Carsh site. a couple of minutes later the police started to durive and then the fre department Diane Link City of Tueson, Budget & Internal Audit

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 the see the crash itself and after I saw that emergency personnel were on scene I departed.

Michael V Matthews

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 ad 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.



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

I WAS LOCATED ON THE PAMP IN FRONT OF THE FBO WHEN THE INCIDENT OCCUPPED. I WAS ON THE TUG WESTBOUND IN FRONT OF BUILDING IOI WHEN I HEARD AN AIRCRAFT THAT SOUNDED LOW, THE SHADOW OF THE AIRCRAFT FULLY CONSUMED ME AND THAT IT IS WHAT ULTIMATELY CAUGHT MY ATTENTION, I LOOKED UP AND THE ATRICRAFT WAS NZ68RA. IT APPEARED AS THOUGH A "SHORT APPROACH" WAS BEING CONDUCTED TO PUNWAY 3, AS I CONTINUED WESTBOUND ON THE TUB, IT APPEARED AS THOUGH THE TURN TO THE APPROACH END OF PLYNNAY 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 PUNNAY HE WAS GOING TO BE OVER-SHOT, IT APPEARED AS THOUGH THE PITCH WAS THEN COMPENSATED (UP) TO TRY AND SANAGE ANY ALTITUDE THAT WAS POSSIBLE TO GET TO THE BLACKTOP OF THE PUNWAY, AT THAT POINT THE AIRCRAFT WAS DESCENDING SO PARIDLY THAT THE GROUND WAS THE MET THE NOSE GEAR WITCEL FAIRING SPINNER / PROP IN A MATTER OF Z SECONDS, THE 45 + BANK TURN WAS STILL BEING EXECUTED AT THE POINT OF IMPACT

PAISSA A. SCHROOTER

The arcust appeared related elite in flight and read to mobe correlated them sight land and descent from sight, 8/28/10 Michael E. Ohen Theson, A 2 85743 Licensed Privite PiTot, 500 Lours loggel.



MICHAEL E. OWEN

PRINCIPAL ASSISTANT CITY ATTORNEY OFFICE OF THE CITY ATTORNEY INTERNAL LITIGATION UNIT

Mun Regio Mrsim. AZ

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

Cell.

(520) 791-4221

28,2010

FAX: (520) 791-4188 Michael.Owen@tucsonaz.gov Thereing north on Sadaro Rl. approx. 2 miles from intersection with aura Vally Rd. Sow two ancient departy S.E. one, a white color high wing morghere appeal beally roughly worth and very low over the argest buildy on the SE edge of the arrest. It was very unusual It make a right tun and preach! west in a work high attitude at some speed perhaps just sout of and Velly hoad as it flew west.
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ī.A.CAID

TECHNOLOGY
FRANCISTION
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	INCIDENT LOCATION	Ν,				DISTRIC	T PAGE	
1008-2651	_11700 W	AURA	, VALLEY	RD		ONE	1 .	
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I THAT THE INFORMATION IS	TRUE AND ACCU	JRATE TO	THE BEST	OF THEIR KNO	WLEDG	E AND T	HAT THE	
STATEMENT WAS GIVEN OF	THEIR OWN FRE	E WILL.						
NAME: RICHARD G. CHAPMAN			DATE OF BIRTH					
HOME ADDRESS				CITY:		ATE: 今こ	ZIP: 85737	
BUSINESS ADDRESS:				CITY:		ATE:	ZIP:	
HOME PHONE: OTHER PHONE:				DRIVERS LICENSE OR ID#				
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AND SEEMED TO 133 TRYING TO LAND BACK ON A/42 03.								
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AND SEEMEN TO STALL IN THE STEEP TURN, CRASHING								
ON THE RIGHT WIDE & NOSE AT A STEEP NOSE DOWN								
ANGLE. I YELLER FOR HELP TO OTHER PILOTS IN THE								
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AS OTHERS ARRIVED, GETTING THEM AWAY FROM THE								
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WITH OVER 3,000 HAS FLYING TIME								
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MARANA POLICE DEPARTMENT VOLUNTARY STATEMENT



REPORT NUMBER	INCIDENT LOCATION		~	DISTR	ICT PAGE			
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NAME: DAVID E. DEUTIT				DATE OF BI	DATE OF BIRTH:			
HOME ADDRESS:			CITY: RED ROCK	STATE:	ZIP:			
BUSINESS ADDRESS:			CITY:		85145			
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7				DATE: 08/28/10	TIME: 0845			



MARANA POLICE DEPARTMENT VOLUNTARY STATEMENT



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