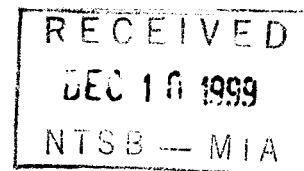


<u>NATIONAL TRANSPORTATION SAFETY BOARD</u>		Time	Date
RECORD OF [ ] VISIT [ ] CONFERENCE OR [x] TELEPHONE CALL		1029	Dec 10, 1999
Name(s) of Person(s) contacted or in conference and location		Routing	
		Symbol	Initials
Ms. Susan Basse of Skydive Deland, Inc.			
[REDACTED]			
Subject			
Midair collision			
Digest			
<p>She stated that at the time of the midair collision, she was in the company store located on the airport and she was not listening to the portable VHF radio that they have tuned to the CTAF frequency (122.8). After the collision, skydivers who were on the ground advised her to call 911. She did state that there were a lot of radio transmissions that day but she tunes them out if they do not involve the jump aircraft. She confirmed that she did not hear any radio calls from either of the accident airplanes. She also reported that the same frequency (122.8) used at Deland, is also used by New Smyrna Beach Municipal Airport, Kay Larkin Airport, Sebastian Municipal Airport, and the Zephyrhills Municipal Airport, and that she regularly hears radio calls on 122.8 from those airports.</p>			
Conclusions, Action Taken, or Required			
<p>The above statement was read back to her on December 11, 1999, at 1618 EST, and she agreed with the content.</p>			
Date	Title	Signature	
Dec 11, 1999	ASI	[REDACTED SIGNATURE]	

**NATIONAL TRANSPORTATION SAFETY BOARD**



**ATTENTION: TIM MONVILLE**

**REFERENCE: ACCIDENT AT DELAND AIRPORT (DECEMBER 3, 1999)**

December 6, 1999

My name is Richard L. Hutchcraft, pilot / owner of Warrior N1528X. I am also an air traffic controller at Space Coast Regional Tower (TIX), FL. By chance I happened to be airborne, VFR on Friday December 3, 1999 from 09:15 Local (1415Z) until 13:15 Local (1815Z), enroute from TIX to X35 (Dunnellon, FL) then a round robin back to TIX at 2500 Feet.

After checking in with Orlando Approach frequency 121.1 for "Clearance" into Class "B", I passed East to West just south of Lake Jessup (south of Sanford) enroute over Leesburg (same route returning home). I was periodically monitoring Frequencies 122.7 and 122.8 respectively, anticipating crossing over Mid Florida and Leesburg Airports.

I do not believe I witnessed transmissions from either aircraft involved in the accident (N153ER or N3038N). Because I was periodically switching between frequencies 122.7 & 122.8 the purpose of this statement is to advise the Investigators of the severe and harsh conditions that existed at that particular time on those frequencies.

As a Tower controller, I am experienced in determining aircraft positions through radio communication. After 17 years in the business, I have never witnessed frequency congestion as bad as it was on December 3. Both 122.7 and 122.8 were so unmanageable and absolutely chaotic that it is very understandable how no one on either frequency could understand what was going on. Aircraft were stepping on one another, radio interference was interrupted by squelch, interrupted by another call over another airport, interrupted by a radio squeal, interrupted by more interference etc. etc. etc.

It may be the flat surface conditions of Florida that allow frequency carriage over too large of an area. At one particular time I distinctly heard pilots concurrently on 122.8 report from:

Deland (DED)  
Dunnellon (X35)  
Cross City (CTY)  
Tampa Executive (TPF)  
Zephyrhills (ZPH)  
New Smyrna (EVB)  
St. Augustine (SGJ)

I also heard pilots checking in concurrently on 122.7 at the following airports:

Ormond Beach (OMN)  
Leesburg (LEE)  
Winter Haven (GIF)  
Venice (VNC)  
Vandenburg (X16)

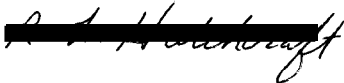
The frequency congestion is unbearable with so many pilots checking in at so many airports. Pilots are many times forced (because of proximity) to “step on” a transmission to get a word in edgewise, not really knowing if the transmission they “block” pertains to their particular airport site.

There is a desperate need for frequency separation in Central Florida. If it is found through investigation that both aircraft involved in the accident were not properly communicating on the proper unicom frequency, I am thoroughly convinced that frequency congestion may have been a major contributing factor.

In closing; the pilots flying into / out of non-controlled airports (in Central Florida) have a undeniable and most difficult task in determining traffic positions and other pilot intentions under a radio / communication system that appears to be unmanageable by today’s standards.

May I say “Thank You” to the NTSB for their time, effort and consideration concerning this matter.

Sincerely Submitted:



R.L.Hutchcraft



TIX Tower



RECEIVED  
DEC 11 1999  
NTSB - MIA

90-12-52419

Date 12-6-99 Page No.

STATEMENT OF:

Meta Lynn Bryant -

Deland, FLA. 32724

around 9:00 A.M. & 10:00 A.M. Fri. morning I was out in the yard working and heard an aircraft flying over my house. I looked up at it and it was a twin engine white with Dark Blue numbers. It was about 2000 to 2500 ft. over my house. I heard two backfires or two gun shots from the plane & it instantly revved up the motor or sounded like they were changing the gas mixture in the engines. The plane then climbed about 50 ft. then started descending altitude and circleing and appeared to be turning towards the Deland airport and decreasing in altitude like it was going in the landing pattern. I never saw it after that.

OG-0050-0998

~~Meta Lynn Bryant~~

12-6-99

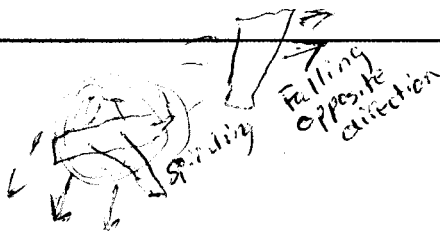
Sworn to on this  
6th day of Dec 1999  
by [Signature]

DPD-1

## STATEMENT OF:

Warren R Demory

I was in our turning parking area, <sup>South</sup> ~~North~~ west of the incident. My Co-worker Ray Pope asked me to turn off the water hose as I was turning to go do this, I looked up in time to see what appeared to be a plane going in separate pieces, AT the time I was under the impression it was ONE aircraft, there was a loud smack that I assumed was an motor blowing, I seen a object I believed to have been the wing or part of the air craft falling opposite direction of the body. the part I believed to be the body was spiraling down and crashed into the top of the trees and than to the ground. I was pointing and yelling to my co-worker, He yelled to call 911, I ran to our office and ~~ask~~ dial 911 and gave the phone over to my manager Suesie, I ran back out and we jumped in the truck with a fire extinguisher and we drove to the crash site, another truck had followed, we found the plane had crashed into water, we were yelling asking if there was anyone there, we than began looking for any signs of people around the crash site, a woman came up and indicated there was two air craft involved, I went through the woods North of the crash and found nothing, I came back to the truck and left the area to the professionals.



TM

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

Date 12-4-1999

1. Place of accident Doland Airport Date 12-3-1999 Hour 10:10 AM

2. Type of vehicle Airplanes

3. Identification of vehicle Blue & white ER - white/red plane

4. What is your name Paul Kirk Age 45

5. Address [Redacted] Doland Fl 32720

6. Occupation Equipment Oper. By whom employed City of Doland

7. Where were you at the time of the accident going S on Ramp Area Near ER building

8. Tell in your own words what you saw or heard before and at the time the accident occurred:

I observed the Blue & white ER plane taking off on Runway 5. He used almost all of the runway became airborne and banked left disappearing into the trees. The other plane came in from the N to S/E very low disappearing over Sperling park.

[Redacted]

[Signature]  
(Signature)

Witness from Skydiver Island.

François LECLoux New York phone number

I heard one plane, just above the parking of the dropzone (next to the tents) which had difficulties with its engine. It roughed. And after "maybe 5 minutes", I turn back and saw ~~the~~ the plane ~~going~~ crashed and debris exploded in the air. I just saw the last meters of the crash.

12-03-99

CANVASS QUESTIONNAIRE

1300 HRS  
INV. D. DAVIS, UCSO, IO# 2265

(Identify Yourself and Purpose of Canvass)

WITNESS IS LEAVING TO TRAVEL TO GEORGIA THIS DATE, 12-03-99  
WILL RETURN ON 12-07-99 IN THE EVENING.

Name: (last) (first) (middle) Date of Birth:  
McCormick, JOHNNY W/M [REDACTED]

Address: Phone:  
[REDACTED] Deland [REDACTED]

Employment (company name—type of work): Address: Phone:  
JMAC, INC. Cell phone [REDACTED]  
Self-employed - exporter of plants to Europe 90%

Other Residents of This Address: (names and ages)

Did you know of the offense?  Yes  No

How did you first learn of it? (when?)  
HEARD CRASH & SAW DEBRIS FALLING

Did you know the victim?  Yes  No

What was your relationship with the victim? (if knew, date, time, and location last seen or talked to)

Were you on the crime scene at anytime? (explain)

YES

What knowledge do you have of the crime?

WAS SITTING ON FRONT PORCH FACING NORTH. HEARD 2 PLANES HIT. HEARD ENGINE RUNNING. SAW DEBRIS FALLING. GOT INTO PERSONAL VEHICLE AFTER TELLING FRIEND STACY —, TO CALL 911. WENT INTO SPEAKING COMPLEX AND SAW PEOPLE STANDING BY PLANE WHICH IS CLOSE TO RUNWAY. AIRPORT SECURITY & OTHERS FROM AIRPORT. LOCATED 2ND PLANE. WENT UP TO PLANE. YELLED TO SEE IF ANYONE COULD HEAR HIM. NO RESPONSE. REACHED INTO PLANE, LIFTED UP DEBRIS TO TRY TO LOCATE ANYONE WHO MIGHT BE INSIDE. DID NOT OBSERVE ANYONE INSIDE OF PLANE. TRIED NOT TO DISTURB ANYTHING INSIDE OF PLANE EXCEPT TO LOOK FOR A BODY. INFORMED SGT. MIKE COFFIN OF ABOVE AT SCENE.

Typed statement taken from this witness?  Yes  No



TM

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

Date 12-4-89

1. Place of accident Deland Date 12-3-89 Hour 1010

2. Type of vehicle Two Aircraft

3. Identification of vehicle \_\_\_\_\_

4. What is your name \_\_\_\_\_ Age \_\_\_\_\_

5. Address \_\_\_\_\_

6. Occupation \_\_\_\_\_ By whom employed \_\_\_\_\_

7. Where were you at the time of the accident \_\_\_\_\_

8. Tell in your own words what you saw or heard before and at the time the accident occurred.

Between 10:00 + 10:30 Linda Faust and myself were standing on her porch looking up at the planes. I just had pointed out to my granddaughter to look at the plane going West when the plane going North collided with the West bound. One fell straight down, the other ~~went~~ <sup>burst</sup> off to the North West. I immediately went to the complex park and found one plane turned upside down in water. I ran to the plane and wanted to try to help to see if anyone was alive. But men on the scene by then would not let me. I thought if they were alive, they would ~~be~~ <sup>be</sup> ~~found~~ <sup>found</sup>. So I left and went to find other plane.

*[Redacted signature]*

VOLUNTARY WITNESS STATEMENT

NAME: (LAST) Melendez (FIRST) Jose (MIDDLE) Juan

ADDRESS: (LOCAL) \_\_\_\_\_

ADDRESS: (BUSINESS) Same

TELEPHONE NUMBER: (HOME) \_\_\_\_\_ (BUSINESS) Same

DATE OF BIRTH: \_\_\_\_\_ SSN: \_\_\_\_\_ RACE ? SEX M

CONTACT PERSON: AIR Jose TELEPHONE NUMBER: \_\_\_\_\_

I DO HEREBY MAKE THE FOLLOWING STATEMENT TO A1

WHO HAS FIRST IDENTIFIED HIMSELF/HERSELF AS A POLICE OFFICER \_\_\_\_\_

I heard engine sound then crash looked up to see a wing and debris falling. Immediately instructed others to call 911 then went to see if I could help in any way. Shot video of both accident scenes and delivered same to Police on site

\* possibly abody was thrown from the plane(s)

[Signature]  
SIGNATURE OF AFFIDAVIT

The foregoing instrument was acknowledged before me this 3th day of Dec 19 99, by the Affiant who is personally known to me or who has produced \_\_\_\_\_

\_\_\_\_\_ as identification and who did/did not take an

oath.

[Signature]

(Print Name) NOTARY PUBLIC  
LAW ENFORCEMENT OFFICER

ADDRESS IN YUGOSLAVIA

VOLUNTARY WITNESS STATEMENT

NAME: (LAST) IVANKOVIC (FIRST) MARKO (MIDDLE) \_\_\_\_\_

ADDRESS: (LOCAL) \_\_\_\_\_

ADDRESS: (BUSINESS) \_\_\_\_\_

TELEPHONE NUMBER: (HOME) \_\_\_\_\_ (BUSINESS) \_\_\_\_\_

DATE OF BIRTH: \_\_\_\_\_ SSN: N/A RACE ? SEX M

CONTACT PERSON: MARKO TELEPHONE NUMBER: \_\_\_\_\_

I DO HEREBY MAKE THE FOLLOWING STATEMENT TO AL

WHO HAS FIRST IDENTIFIED HIMSELF/HERSELF AS A POLICE OFFICER \_\_\_\_\_

I SAW TWO PLANES FALLING DOWN  
AFTER COLLISION, AND I IMMEDIATELY  
RAN TO THE CRASH SITE, WE FOUND  
FIRST PLANE CRASHED AND STUCK INTO THE  
WATHER, I WAS RUNNING TO THE OTHER PLANE,  
ON MY WAY TO SITE I FOUND ENGINE AND  
WING FROM THE PLANES, I WAS FIRST  
ON THE CRASH SITE OF THE SECOND PLANE

[Signature]  
SIGNATURE OF AFFIDAVIT

The foregoing instrument was acknowledged before me this 3 day of Dec  
19 99, by the Affiant who is personally known to me or who has produced \_\_\_\_\_

\_\_\_\_\_ as identification and who did/did not take an

oath.

[Signature]

(Print Name) NOTARY PUBLIC  
LAW ENFORCEMENT OFFICER

99-12-52419

1020  
1022

# VOLUSIA COUNTY SHERIFF'S OFFICE STATEMENT



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INCIDENT NUMBER

Page \_\_\_\_\_ of \_\_\_\_\_ Pages

INCIDENT TYPE			NAME OF PERSON SIGNING <i>Howard William Peterson</i>		
ADDRESS [REDACTED]					
AGE <i>40</i>	BIRTH DATE [REDACTED]	HOME PHONE [REDACTED]	EMPLOYED AT/SCHOOL ATTENDS <i>City of Deland</i>		
STATEMENT TAKEN AT [REDACTED]		DATE <i>DEC. 3, 1999</i>	TIME <i>12:00</i>	READ RIGHTS ( ) YES ( ) NO X _____ <small>(INITIALS)</small>	

I, Howard Peterson, do hereby, freely and voluntarily, make the following statement:

*I was working at the ballfield, heard a big bang looked up in the air and saw the plane nose diving and parts of the plane falling down behind my trailers*

I SWEAR AND AFFIRM THE ABOVE STATEMENTS ARE TRUE AND CORRECT.

*Howard Peterson*  
[REDACTED]

SIGNATURE

PS-0080-0297

SWORN TO AND SUBSCRIBED BEFORE ME THIS

03 DAY OF DECEMBER, 1999

*[Signature]* # 2344

NOTARY PUBLIC / LAW ENFORCEMENT OFFICER

STATEMENT OF: MATTHEW SELLORS

Date 12-3-99

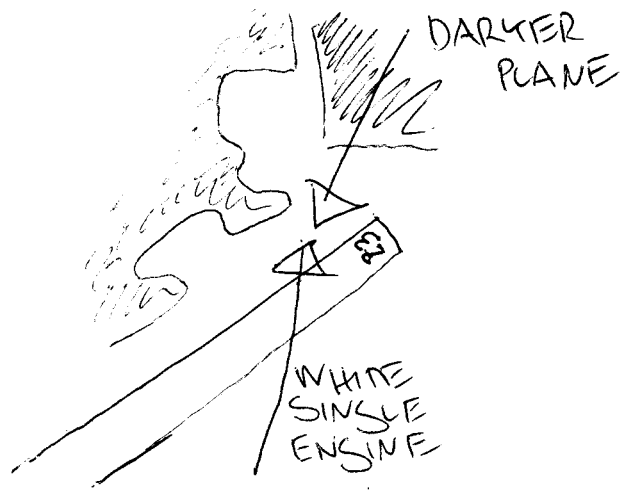
Page No.

I WAS STANDING <sup>TALKING</sup> ON THE TELEPHONE BY THE SEAR STORE, FACING OUT ON TO THE AIRFIELD. THERE WERE TWO PLANES FLYING DEEP OUT ON THE AIRFIELD IN THE LEFT HAND SIDE OF MY FIELD OF VISION.

A WHITE PLANE WAS FLYING AWAY FROM ME AND THE DARKER PLANE APPEARED TO BE FLYING TOWARDS ME. THE PLANES COLLIDED IN MID AIR. ~~THERE WAS~~ A WING APPEARED TO COME OFF THE WHITE PLANE AND FELL STRAIGHT DOWN. THE FUSELAGE OF THE WHITE PLANE FELL STRAIGHT DOWN WITH THE COCKPIT FACING DIRECTLY TOWARDS ME. THE DARKER COLOURED PLANE SEEMED TO FALL PRETTY MUCH STRAIGHT DOWN AT EXACTLY THE SAME TIME. THE WHITE PLANE WAS A SINGLE ENGINE. I CANNOT RECALL MUCH DETAIL ABOUT THE OTHER ~~PLANE~~ PLANE.

MATTHEW SELLORS

~~676 FRANKFURT ST~~  
DELAND 32724



ATTACH TO MAT SECTIONS

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4

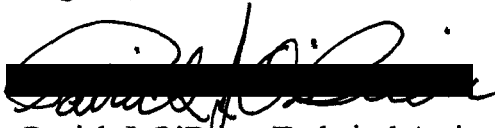
# OFFICIAL STATEMENT DELAND INCIDENT

To whom it may concern,

My name is Patrick O'Brien. I work for Embry-Riddle as a technical assistant at the Aircraft Fleet Maintenance Center. Upon completing a Functional Check Flight for N460ER, I landed at Deland to drop off some parts for our operation(CATER and supporting maintenance) there. Grant Brophy(Safety for ERAU), Chris Cunningham(Aircraft Technician for ERAU) and I were standing South of the maintenance hangar. Grant reacted to something occurring in the air Northeast of where we were standing. I was looking elsewhere when he made this reaction but when I looked up I saw a white aircraft tumbling out of control sideways into the woods at the departure end of Runway 5. Simultaneously I heard a large crunch that sounded like a car crash. No fire was noted. I also took note of a large sheet of metal(looked like a wing) floating down into the woods South of where the aircraft went down. I also noted many smaller pieces coming down in the general area. I did not see any other aircraft going down. Grant, Chris and I drove a golf cart out to lend assistance.

Any questions please call me at [REDACTED]

Regards,

 [REDACTED]

Patrick J. O'Brien, Technical Assistant, ERAU

VOLUSIA COUNTY SHERIFF'S OFFICE  
STATEMENT - CONTINUED



INCIDENT NUMBER

INCIDENT NUMBER

Page \_\_\_\_\_ of \_\_\_\_\_ Pages

Case # \_\_\_\_\_

INCIDENT TYPE Collision - 2 Airplanes	NAME OF PERSON SIGNING KIMIA NASH TAUCH
--	--

around 10:00 on Dec. 3 my friend Nancy McCormick and I were standing on my front porch facing west and we saw a midsize air collision - I had noticed all morning this unusual white plane with short fat wings touching & going - and the only reason I noticed it was because I had never seen it before and we were pointing it out to our grandchildren - they collided in front of Nancy and I and I called 911

God bless the pilot and their family and passengers

[Redacted]

I SWEAR AND AFFIRM THE ABOVE STATEMENTS ARE TRUE AND CORRECT.

SIGNATURE

PS-0082-0696

SWORN TO AND SUBSCRIBED BEFORE ME THIS \_\_\_\_\_ DAY OF \_\_\_\_\_

NOTARY PUBLIC/LAW ENFORCEMENT OFFICER



December 4, 1999

To Whom It May Concern:

This is a statement of the events at Deland Municipal, on December 3, to the best of my recollection. I was with my instructor on the taxiway in N201SE when the accident occurred. We were in the pattern for approximately one hour practicing takeoffs and landings. With regards to the aircraft N153ER, I remember seeing and hearing this aircraft for a couple of patterns prior to the accident. With regards to the traffic on the ~~VOR~~ 23, I do remember hearing "~~VOR~~ 23". I do not remember hearing distance, identification or intentions. I can not be certain whether it was the last pattern we flew or the one prior to this that I heard "~~VOR~~ 23".

Frederick Kuhn

~~Frederick Kuhn~~  
[Redacted Signature]

December 4, 1999

Blair P. Knudson  
[REDACTED]

Grant Brophy  
ERAU  
600 S. Clyde Morris Blvd  
Daytona Beach, FL 32114

Mr. Brophy,

This is in response to your request for a statement regarding the aircraft accident that occurred Friday December 3rd.

My student, Frederick Kuhn, and I were flying a mooney N201SE at the Deland airport between 0900 and 1045 on December 3, 1999. During our 6 trips in the pattern, I noticed light traffic (2-3 aircraft in the traffic pattern at any given time.) Among the tail numbers that I remember were N153ER, N159ER, and N921ER. I do not recall exactly if 159ER and 921ER remained in the pattern or if they were coming or going. In addition there were a few other non Embry-Riddle aircraft coming and going.

I do specifically recall N153ER making at least 2 trips in the pattern because we were behind the plane on the downwind during our 2nd pattern. During this pattern my student and I commented on the wideness of the downwind leg and we wondered if they were staying in the pattern or exiting, this was quickly answered by their radio call turning base and then they called turning final.

During our pattern work, I recall hearing someone say "VOR 23" while we were on the crosswind leg. Unfortunately, I do not recollect during which trip this was but I do remember looking in the general direction of the VOR 23 approach for oncoming traffic and saw nothing. I did not catch a request for Airport advisory or a distance from the airport because I was asking Mr. Kuhn a question during the transmission.

After our last landing, Mr. Kuhn taxied off runway 5 on taxiway charlie and slowed to taxi speed while I completed the after landing checklist. At that time I turned our radio down all the way and we began to taxi back to the beginning of runway 5 for another takeoff. While passing the ERAU FBO we noticed several cars entering the ramp area and driving towards the departure end of the runway. At that point we decided that some sort of accident had occurred and we aborted our next takeoff and parked the aircraft back on the ramp.

I hope this information is helpful in your aircraft accident investigation.

Sincerely,

[REDACTED SIGNATURE]  
Blair P. Knudson

December 5, 1999

TO: Grant Brophy, Embry-Riddle Aeronautical University (ERAU) Aviation Safety Program Manager

FROM: Randy Schlensig, ERAU Instructor Pilot

SUBJECT: Deland Mid-Air Collision

1. Myself and AS345 (airplane multi-engine land) student Angelo Ricci departed DAB in N925ER, a PA44-180 Piper Seminole at approximately 0900 local time Friday, December 3, 1999. Our destination was DED to conduct training on two tasks, short field landings and go-arounds, in preparation for Angelo Ricci's end-of-course recheck.

2. We entered the pattern at DED at approximately 0920 and entered the left hand traffic pattern for runway 5. My recollection is two to three other aircraft were either observed or heard operating in the DED pattern upon our arrival. I don't specifically recall if N153ER was in the pattern prior to our arrival.

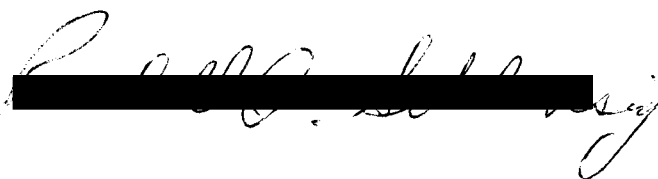
3. After making the first landing and takeoff at DED, I waited for the opportunity to simulate an obstruction on the runway requiring my student to execute a go-around. However, every time we were on final there was an aircraft taking off making the distance between us unsuitable to practice the maneuver. I vividly recall seeing and hearing the PA28 Piper Cadet N153ER conducting closed traffic patterns concurrently with us. N153ER announced its position, in a female voice, on each leg of the pattern and after clearing the runway. As best as I can recall I either heard or saw N153ER make three landings while we were there. I distinctly recall being impressed with the professionalism and confidence of the female voice on the radio. After what I believe was our fourth short field landing, we were awaiting takeoff behind a vintage single engine high wing yellow and white taildragger aircraft. I observed the taildragger taxi onto runway 5 while another aircraft was on final. The aircraft on final made a radio call to the taildragger as he was taxiing onto runway 5 to inform him there was another aircraft on final. The taildragger responded that he, "was blasting out of there" and wouldn't be a factor. During the climbout I monitored what I believe to be the gruff elderly male voice from the taildragger saying something to the effect that, "all the amateurs were at 1,000 feet."

4. Angelo and I determined that the attitude of the taildragger pilot, combined with what I believe was four other aircraft using the pattern, made it unfeasible for us to practice our go-around maneuvers at DED. We briefed a departure to Lee (1J6) a grass strip approximately 3 miles north of DED to practice go-arounds. We departed runway 5 on a left crosswind departure at 1,000' at what I estimate to be 1000-1015 local time. We remained on 122.8 during the departure and upon arrival at Lee since the CTAF frequencies are the same.

5. We conducted three go-arounds at Lee between approximately 1010 and 1025 local time. I have no recollection of any advisory call from the Phoenix East Seminole. With my workload in monitoring my student's traffic patterns and go-arounds it is probable that if such a call were made, I wouldn't have noticed it.

6. I tuned the ATIS and copied it while my student flew heading 330 departing Lee. I never heard any unusual radio activity or distress calls prior to leaving the frequency. Upon landing at DAB at approx. 1040, we entered the ERAU flight operations and noted the Flight Supervisor's board had been posted with, "DED closed".

7. If you wish to reach me for further information my home number is ( [REDACTED] [REDACTED] ) and email is [REDACTED]. My student Angelo Ricci can be reached at ( [REDACTED] )

  
[REDACTED]

TM

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

- 1. Place of <sup>observed</sup> ~~accident~~ Bob Lee Airport Date 12-5-99
- 2. Type of vehicle Twin Engine Aircraft Date 12-3-99 Hour 1523
- 3. Identification of vehicle Blue, Green, + white
- 4. What is your name Franklin Robert Burbank Age 14
- 5. Address [Redacted] Mount Dora FL
- 6. Occupation Student Glider By whom employed High School Student
- 7. Where were you at the time of the accident Bob Lee Airport Ops Building
- 8. Tell in your own words what you saw or heard before and at the time the accident occurred.

The Aircraft discribed above, I watched the aircraft do 2 or 3 approaches on runway 09 with gear + flaps deployd. After the Last approach the aircraft turned and headed in the direction of Deland Airport.

[Handwritten Signature]  
 (Signature) [Redacted]

TW

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

Date 205 99

1. Place of accident DELAUD Date 1203-99 Hour 10:00

2. Type of vehicle AIR CRAFT

3. Identification of vehicle TWIN

4. What is your name F. W. JOHNSON Age 72

5. Address [REDACTED] FOSTER

6. Occupation PILOT By whom employed DELAUD

7. Where were you at the time of the accident OFFICE

8. Tell in your own words what you saw or heard before and at the time the accident occurred.

3 PASSES LOW

WEST TO EAST

SA - AIRCRAFT FROM OFFICE  
TWIN  
1300 LCA

[REDACTED]  
(Signature)

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

Date 12-3-99

1. Place of accident ~~DELAND~~ DELAND AIRPORT Date 12-3-99 Hour 10:20 A.

2. Type of vehicle BLUE & WHITE AIRCRAFT

3. Identification of vehicle A

4. What is your name PATRICIA F. JOHNSON Age 58

5. Address [REDACTED] DELAND FL. 32120

6. Occupation RETIRED By whom employed \_\_\_\_\_

7. Where were you at the time of the accident PARKING LOT OF "HAIRPORT"

8. Tell in your own words what you saw or heard before and at the time the accident occurred.

STANDING AT FENCE AT WEST END OF "HAIRPORT" PARKING LOT  
 WATCHING AIRPLANES TAKE OFF AND LAND.  
 AT ABOUT 10:20 AM. I SAW A BLUE & WHITE AIRCRAFT  
 TAKE OFF, HEADING EAST.

[REDACTED SIGNATURE]  
 (Signature)

TM

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

## STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

Date 12/5/991. Place of accident Deland Date 12/3/99 Hour 10:10 am2. Type of vehicle PA-28-1613. Identification of vehicle N153ER4. What is your name Anne-Véronique BUSCH Age 225. Address [REDACTED] 1035 Daytona, FL, 321146. Occupation Flight instructor By whom employed ERAU7. Where were you at the time of the accident Heading back towards DED from the north.

8. Tell in your own words what you saw or heard before and at the time the accident occurred.

My student and I were in 159ER, and in the north practice area doing maneuvers. Due to the high frequency congestion we had turned down the radios. At around 9:50, we turned around and decided to head back towards Deland. We got a traffic advisory and found out they were using row 5. I heard "Riddle 153 taking off row 5" ... I listened because I thought somebody might be calling my call sign, so I listened in. After establishing it wasn't me, I went back to teaching my student.

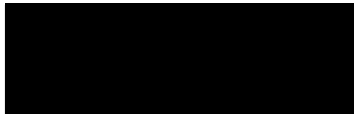
NTSB FORM 6120.11 (Rev. 10/77)

(Use reverse side of sheet for diagram and additional statement)

(Signature)

The only other call sign I ever heard was a Learjet with EW in the DED vicinity.

Luis G. Montiel



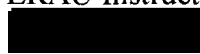
To Whom It May Concern:

On Friday December 3, 1999 between 0830 hrs. and 0845 hrs., I was on PA44 N923ER with my student Andres Moscoso. We were taxiing to the run-up area right next to runway 5 at the Dedland airport. While getting ready to perform our run-up checklist, I heard PA28 N153ER piloted by Todd Laundry and his student, call for base and then final for runway 5 at the Dedland airport on 122.8 (DED frequency). After finishing up our run-up checklist I heard PA28 N153ER on 122.8 call for takeoff on runway five at Dedland. I also had a visual with PA28 N153ER and saw it taking off on runway 5. If you have any question regarding this matter, please fell free to contact me at anytime.

Cordially

A handwritten signature in cursive script, which is partially obscured by a black redaction box.

Luis G. Montiel  
ERAU Instructor Pilot





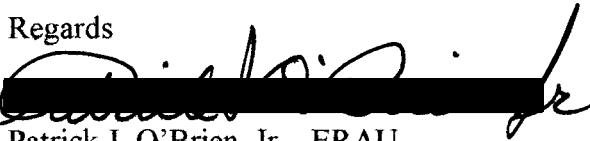
OFFICIAL STATEMENT  
Deland Incident  
Investigation

To whom it may concern:

My name is Patrick J. O'Brien, Jr. I work for Embry-Riddle Aeronautical University at the Aircraft Fleet Maintenance Center as a Technical/Administrative Assistant. On November 29, 1999 and on subsequent dates to that date I flew N153ER, a Piper Cadet aircraft owned and operated by Embry-Riddle Aeronautical University. These were Functional Check Flights performed to insure the aircraft was operationally and functionally correct in handling and performance. These particular flights were being performed for a wing heavy condition in this aircraft(N153ER). On all these flights I did not have any problems with radio or navigation equipment. I asked all the Aircraft Maintenance Technicians involved with the repair of the aircraft if they had any problems with the Comm/Nav equipment and all responded they had no problems.

If you have any other questions please call me at [REDACTED] anytime.

Regards



Patrick J. O'Brien, Jr. ERAU

TM

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

- Date 12-4-99
- 1. Place of accident Deland Airport Date 12-3-89 Hour 10:10
- 2. Type of vehicle Two - Piper Aircraft
- 3. Identification of vehicle \_\_\_\_\_
- 4. What is your name Walt Czynewski Age 67
- 5. Address [Redacted] Deland FL
- 6. Occupation Ret By whom employed \_\_\_\_\_
- 7. Where were you at the time of the accident \_\_\_\_\_
- 8. Tell in your own words what you saw or heard before and at the time the accident occurred.

Piper Seminale Made 3 passes at Bad Lee Airport.  
 1 High Pass at approx 150' ft. 2nd pass approx 75' ft high w/ wheels down 3rd pass very low below below tree top w/ gear down - 30' ft. heading east after 3rd pass  
 3rd pass

[Redacted Signature]  
 (Signature)