

Re: Statement
Meredith Tcherniavsky

to:

David Crampton

06/15/2012 12:57 PM

Cc:
Tony Serio
[Show Details](#)

Here is what I saw:

This morning at around 10:15 am, I was flying N13573, a Cessna 172, in the vicinity of Carroll County Airport (DMW) with a student (who is a minor, so I'd prefer not to give his name without his parents' consent). We were at approximately 3,500 feet, 2-3 miles northeast of DMW, descending on a roughly southerly heading for a simulated engine failure drill, when I heard the accident pilot announce on CTAF that he had an elevator failure and was coming in to land on Runway 16. I asked him what his position was, and he said he was about 3 miles west of the airport. I replied that we would maneuver to stay east of the airport. I heard no further communications from the pilot.

I took over the controls from my student and maneuvered our plane until I was about 2-3 miles east of the runway, then turned around to face the runway. I was at approximately 1,800 feet by then, and leveled off. I first made visual contact with the accident plane when it was on about a 1/2-mile final to Runway 16 (just over that hill that has the cows and house). It appeared to me as if he was coming in very, very fast. His pitch attitude seemed flat or slightly nose down. Then, when the plane was on a very short final (over the grass just shy of the threshold), I saw it pitch sharply nose down and crash.

I flew a wide left base around the accident scene still at around 1,800 feet. The plane appeared to have split into several pieces. I did not see any smoke or sign of a fire. I noticed the FBO crew arrive on the scene in their trucks, and one guy got out and ran over to what looked to me like, and what I can only assume was, a body laying in the grass on the west side of the runway, away from the wreckage. (Why would the lineman run toward an airplane part?) I tuned in 121.5 and heard the ELT, and tried to contact Guard on that frequency when I realized nobody was able to hear me over the ELT, so I started a climb parallel to the runway on the west side of it, heading south, to get out of the way in case the medivac helicopter was inbound already. (Whenever I hear them on frequency, they always seem to be south of the airport, down low.) I think I was at around 2,400 feet when I called Potomac on 132.77 and said I was over Carroll County and had just seen a plane crash on the runway. The controller didn't hear me at first, then asked me again. I forget exactly what we said to each other but he said "standby" to presumably tell someone about the crash, then he gave me my SFRA squawk code and we proceeded back to GAI.

Let me know if you have any other questions. Thanks.

Meredith Tcherniavsky, CFI-IA

N206GX
brianmx

to:

David B Garey

06/26/2012 05:21 PM

Show Details

David,

The following contains the details of the parachute installation I performed on N206GX on June 12 2012. Several days prior to the arrival of the aircraft I communicated back and forth with a Remos Engineer in Germany regarding the installation procedures. He sent me the installation manual for the parachute and told me the assembly instructions for the rocket were on a DVD in the box. I also inquired about having them do the Letter of Approval and weight and balance for the changes as they have in the past. He responded with an email containing the Installation manual and stated the following: "you do not need a LOA anymore as we have updated our TCDS, just download if from our website. The installation of the recovery system must be in accordance with the parachute installation manual." I now had all the required data to perform the installation of the recovery system.

I opened the boxes containing the rocket and parachute parts to look for the DVD on the rocket assembly. I found it and Don and I went through it together because he was going to be helping with the installation. It was a power point with step by step procedures and pictures of which we found very helpful. However we also noticed that when comparing the pictures on the powerpoint to what we had in the box that we were missing some crucial parts. It would have been very helpful if they would have included a parts inventory list of the included parts, or if the installation manual contained a detailed list of the parts. After phone conversations with Remos in Arkansas we were able to overnite the missing parts.

The next day Don and I proceeded with the installation. Don worked on the soft pack installation and I assembled the rocket and release cable. We first removed both seats and the baggage compartment to gain access to work. Don removed the backing panel and attached the parachute with zip ties. I also marked and drilled four holes for the rocket bracket being careful to catch all drill shavings. Don then reinstalled the back panel with attached chute in the same position with the same screws. Now that the chute was installed he hooked up the bridle cables with the supplied shackle as directed in section 5.3 of the Install manual. I carefully assembled the rocket and release cable step by step as directed by the rocket assembly manual on the powerpoint dvd. The entire rocket assembly process was performed on the work bench outside of the aircraft.

Once assembled it is all one component: T-handle, Release cable, detonators, rocket sealed in housing, and bracket. Following the instructions in the install manual I proceeded with the mounting of the rocket inside the aircraft. The manual states two versions are approved and we choose to use version 2 which we were familiar with. The rocket faces aft and the T-handle is mounted to the center console. This involved passing the t-handle and cable through the factory made opening and making one loop before passing it again through the center console where it is then mounted on the side with two screws as depicted in the install manual. We also referenced our Remos N133GX for specific locations of the T-handle mount. The cable was routed and secured against the fuel tank with approximately six zip ties ensuring it would not interfere with any other components in the fuselage. The rocket bracket was also attached with four bolts and locking hardware.

After assembly and installation (which took approximately 3hrs) we checked for cleanliness and security of the recovery system components and verified no interference with any controls. I affixed the supplied placards and updated the weight and balance which I found difficult due to the unusual method that Remos uses. I have done many weight and balances for conventional aircraft but this was the first weight and balance I had to do for a Remos. Our shop does not have scales so we always do the W&B changes mathematically as I was taught in school. So I plugged in the changes in our excell program and came out with the changes witch made absolute sense to me. I even tipple checked the numbers and consulted with Don on the changes. I also checked them against our other Remos and they were right in line. I then printed the updated W&B and inserted it in the

aircraft and logbook.

If I could make any recommendations on this installation they would be to have more descriptive instructions on the locations of components and an inventory list with the quantity of each part required to be installed. Also a more universal method of computing weight and balance that American A&Ps are familiar with or specific instructions on how to amend it with the known changes applied. I continue to learn new things every day and can only hope that some good changes can result from this incident and we as mechanics continue to do our best to keep airplanes and flying safe as possible.

Sincerely,
Brian Katherman

Trident Aircraft
[REDACTED]
Stevensville MD 21666



MEMORANDUM OF RECORD

Luke Schiada
Senior Air Safety Investigator
Eastern Region Aviation

June 19, 2012

Subject: ERA12FA395 – N206GX, Westminster, Maryland

Name: Anthony Carp

Mr. Carp assisted the accident pilot with the reassembly of the airplane. During our conversation, he stated:

He worked in the Preservation Specialist and Restoration Unit of the Smithsonian National Air and Space Museum. The accident pilot flew the airplane to Haysfield Airport (MD24), where it was disassembled in early December and stored in a hangar for the winter. The wings were folded and the horizontal tail was removed. He assisted the pilot with reassembly of the airplane in "April or March" and also helped with the replacement of the nose gear strut which occurred during the condition inspection.

He stated that the pilot was very familiar with the operation of the quick-fasteners. He reported that there were no issues during the reassembly of the airplane; however, he also stated that he did not specifically observe the quick-fastener connection associated with the elevator control system.



MEMORANDUM OF RECORD

Luke Schiada
Senior Air Safety Investigator
Eastern Region Aviation

June 17, 2012

Subject: ERA12FA395 – N206GX, Westminster, Maryland

Name: Jane Robens

Ms. Robens was the owner of the accident airplane. During our conversation, she stated:

She purchased the accident airplane during May 2011. The accident pilot (Tom) was also a certified mechanic. Tom flew the airplane in November to Maryland where it was disassembled and stored for the winter. Tom subsequently reassembled the airplane in April 2012, completed a condition inspection on June 1st, and then flew the airplane to another airport to have the pitot-static system checked, and a ballistic parachute system installed. She had last spoken with Tom the Wednesday before the accident. On the date of the accident, Tom intended to deliver the airplane from Frederick, Maryland (FDK), to her home airport (K09) Piseco, New York. She did not know how the parachute system worked or how the activation handle was secured and stated that Tom was going to show her how it worked upon delivery of the airplane.

Ms. Robens stated that she was aware of the quick-fasteners installed on the flight controls; however, she could not recall if she normally checked them during preflight inspections.

She believed the accident pilot had accumulated about 10 total hours in the airplane.

David Freeman
Operations Manager

MENT OF STATE POLICE

COMPLAINT CONTROL NO.

CORRECT INCIDENT OR OFFENSE CLASS

CHANGED?
 YES

55. RELATED REPORT NUMBERS

NARRATIVE

Class C

Paul David Scott Freeman and

Light sport: called in, "Carroll ~~County~~ County Unicom, this is
"Light sports."

Me: "Go for Carroll County Unicom"

Light Sport: "My elevator has come detached, I need to make a
landing on run way 16."

Me: "Roger, we'll be on the look out."

After radio call I went outside to info two of
my employees of the emergency at hand. As we were preparing
for the worst possible outcome we were on our way down
to the area and the run way he was attempting to land on.
He descended down towards the runway to attempt landing,
explorer went straight up and then straight down. It appeared
he hit on the nose at a 45° angle. After hitting the
ground I saw numerous pieces of the plane scattered
throughout the area. I immediately went inside + call 911.

Crime Prevention Action Initiated? <input type="checkbox"/> Yes <input type="checkbox"/> No		48. Previous Crime Prevention Survey <input type="checkbox"/> Yes <input type="checkbox"/> No		47. Date Supplemental Report Due	
Initial Status recommended by reporting officer <input type="checkbox"/> Open <input type="checkbox"/> Suspended <input type="checkbox"/> Unfounded <input type="checkbox"/> Closed			49. Initial Investigator		I.D. Number 50. Date
Supervisor Status <input type="checkbox"/> Agree <input type="checkbox"/> Disagree		52. Investigation to be continued by <input type="checkbox"/> Patrol <input type="checkbox"/> Investigation <input type="checkbox"/> N/A		53. Reviewing Supervisor	
Investigation Supervisor Status Patrol <input type="checkbox"/> Investigative <input type="checkbox"/> N/A		56. Investigation Supervisor		I.D. No. 57. Date	58. Assigned Investigator 59. Date
<input type="checkbox"/> NCIC Entered <input type="checkbox"/> NCIC Cleared <input type="checkbox"/> Miles Entered <input type="checkbox"/> Miles Cleared		61. Final Status (Check One) <input type="checkbox"/> Open <input type="checkbox"/> Suspended <input type="checkbox"/> Closed		62. Classification (Office Use) 63. UCR Disp. 64. Page Of	

SUPPLEMENT REPORT

MARYLAND DEPARTMENT OF STATE POLICE

COMPLAINT CONTROL NO.

VICTIM, COMPLAINANT, MISSING PERSON OR ARRESTEE (LAST, FIRST, MIDDLE)

INCIDENT, OFFENSE OR CHARGE ON ORIGINAL REPORT

CORRECT INCIDENT OR OFFENSE CLASS

CHANGED?
 YES

SECONDARY OFFENSE:

85. RELATED REPORT NUMBERS

NARRATIVE

ITEM NO.

Jeffrey Robert Brodsky

PILOT DECLARED EMERGENCY DUE TO LOSS OF ELEVATOR. I PROCEEDED TO ATTACH AVIATION FIRE EXTINGUISHER TO TUG AND TRAVELED TOWARD ESTIMATED CRASH SITE. AS THE PILOT MADE HIS APPROACH HE MAINTAINED LEVEL FLIGHT UNTIL APPROXIMATELY 15 YARDS FROM THE BEGINNING OF THE RUNWAY. AT THIS TIME THE NOSE OF THE AIRCRAFT MADE A DRASTIC PITCH DOWNWARD APPROXIMATELY 300 FT IN ALTITUDE. AT THIS TIME THE PILOT DID OR COULD NOT RECOVER CONTROL OF THE AIRCRAFT AND CRASHED APPROXIMATELY 20 FT FROM THE BEGINNING OF THE RUNWAY. UPON IMPACT THE AIRCRAFT BROKE OFF INTO SEVERAL SECTIONS. I PROCEEDED TO THE CRASH SITE WHERE I FOUND EXTENSIVE WRECKAGE AND THE PILOT, WHO HAD BEEN EJECTED FROM THE AIRCRAFT, HE WAS APPROXIMATELY 40-50 FEET FROM THE WRECKAGE OF THE AIRCRAFT. THE PILOT'S BREATHING WAS LABORED AND HE WAS FACE DOWN WITH OBVIOUS EXTENSIVE INJURIES. I WAS TOLD NOT TO EXECUTE ANY FIRST AID AND WAITED FOR PARAMEDICS TO ARRIVE.

06/15/2012

Crime Prevention Action Initiated? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	46. Previous Crime Prevention Survey <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	47. Date Supplemental Report Due
Initial Status recommended by reporting officer <input type="checkbox"/> Open <input type="checkbox"/> Suspended <input type="checkbox"/> Unfounded <input type="checkbox"/> Closed	49. Initial Investigator	I.D. Number 50. Date
Supervisor Status <input type="checkbox"/> Agree <input type="checkbox"/> Disagree	52. Investigation to be continued by <input type="checkbox"/> Patrol <input type="checkbox"/> Investigation <input type="checkbox"/> N/A	53. Reviewing Supervisor I.D. Number 54. Date
Investigation Supervisor Status <input type="checkbox"/> Patrol <input type="checkbox"/> Investigative <input type="checkbox"/> N/A	56. Investigation Supervisor I.D. No.	57. Date 58. Assigned Investigator 59. Date
<input type="checkbox"/> NCIC Entered <input type="checkbox"/> NCIC Cleared <input type="checkbox"/> Miles Entered <input type="checkbox"/> Miles Cleared	61. Final Status (Check One) <input type="checkbox"/> Open <input type="checkbox"/> Suspended <input type="checkbox"/> Closed	62. Classification (Office Use) 63. UCR Disp. 64. Page Of

MARYLAND DEPARTMENT OF STATE POLICE

CONTINUATION SHEET

OFFICER	DATE	TIME	LOCATION	STATUS	REMARKS

ITEM NO.

Jeremy Etzborn

We had just exited the runway when we heard the radio call that a light sport aircraft was declaring emergency, he had loss of elevator control and was going to land runway 16. Another pilot in the traffic pattern said she would remain east of the field to give pilot the airport. As I watched the aircraft on approach he had a steep nose down attitude between about 100 - 300 ft above ground, then at about 50-75 ft he ~~seemed~~ seemed to add power & level off before nose down toward runway, which was when I lost sight of aircraft on the ground. At the point the aircraft touched down I was on the ramp in parking spot

~~9/11~~

6/15/12

Statement of: Jeffrey Warren Hesson

Date: 6-15-12

I RECEIVED A RADIO CALL VIA 2 WAY HAND HELD RADIO FROM DAVE FREEMAN SAYING A PLANE IS HAVING ELVATER PROBLEMS, I THEM MADE VISUAL CONTACT WITH THE AIRCRAFT ABOUT 1 MILE NORTH OF THE FIELD, THE PLANE DID ABOUT 3 ^{CLIMBS} ~~UPS~~ THEN 3 DIVES. THE ESTIMATED ALTITUDE WAS ABOUT 100-200 FEET. ON THE 3RD CLIMB ABOUT 1/4 MILE FROM RUNWAY I KNEW THE PLANE WAS GOING TO HIT THE GROUND. I THEN JUMPED IN MY VEHICLE AND DROVE NORTH END OF FIELD AND SAW WRECK. THE PLANE WAS IN 2 BULK PIECES AND I SAW NO PILOT OR PASSENGERS. THEN ABOUT 40 FEET SOUTH OF THE ~~PLANE~~ COCKPIT SAW 1 PASSENGER BELLY DOWN IN THE GRASS. AT THAT TIME ASK IF HE COULD HEAR ME AND HE MADE NO RESPONSE. THE PILOT WAS STILL BREATHING WITH LACERATIONS TO HEAD AND ARM. ALSO LOOKED LIKE HE HAD BROKEN ANKLE OR ANKLES. I WAS TOLD TO STAY CLEAR OF PERSON OR PERSON FROM MY MANAGER (DAVE FREEMAN) VIA 911 OPERATOR MY CO-WORKER JEFF BRODSKY ARRIVED WITH FIRE EXTINGUISHER AND OBSERVED THE PILOT STILL BREATHING. I THEN MADE SURE THERE WERE NO MORE PERSONS ABOARD. FOUND NOTHING AND OBSERVED NO FUEL LEAKS, FIRE, OR SMOKE. ABOUT 5 MIN THE FIRST POLICE OFFICER FROM WESTMINSTER CITY ARRIVED THEN SHORTLY AFTER FIRE / EMS AND STATE POLICE. AFTER ALL THAT I THEN NOTICED INTERNAL BODY PIECES OF PILOT ON RUNWAY AND NOTIFIED EMS. THEN TROOPER ASKED ME IF I WAS FIRST ON SCENE AND TOOK MY ID.

MARYLAND DEPARTMENT OF STATE POLICE
CRIMINAL INVESTIGATION REPORT - SUPPLEMENTAL REPORT

COMPLAINT CONTROL NO.	
CIR	1256009680

INCIDENTAL AIRCRAFT CRASH
VICTIM: JUDKINS, HENRY THOMAS

1 Name (First Middle Last)		Sex	Race	Date of Birth	Age	Address	Phones
Henry Thomas Judkins		Male	White		64		H:unk W:unk
Social Security No: --		508	225				
Employer / School: unkn							
Driver's Lic.:	State: MD	HT:	WT:	<input type="checkbox"/> Photo on file?	Date Added to Report: 6/20/2012	Hair Color: Other	Eye Color: Blue

NARRATIVE

ATTACHMENTS:
None

WITNESS #1:
Paul David Scott Freemand 2nd [REDACTED]

Freeman advised that he works at the Carroll County Regional Airport and was working at the time of the crash. He stated that he was at the radio when he heard the victim call in an emergency over the radio. The pilot, Henry Judkins, stated that his elevator had come detached and that he needed to make an emergency landing. Freeman advised for him to land and then went outside to the runway. He observed Judkins descend down towards the runway and it appeared as if the plane went sharply up and then straight down into the ground prior to the runway.

WITNESS #2:
Jeremy William Etzkorn [REDACTED]

Etzkorn advised that he is a flight instructor at Carroll County Regional Airport and that at the time of the crash he had just landed and exited the runway. At this time he heard a call come in from a light sport aircraft that needed to make an emergency landing because it had lost its elevator controls. Etzkorn observed the airplane approaching the runway with a steep nose down pitch about 100-300 feet above the ground. At about 50-75 feet above the ground the plane appeared to gain power and level off before going nose down towards the runway. Etzkorn then lost sight of the plane just before it struck the ground.

WITNESS #3:
Jeffrey Robert Brodsky (9/18/1984) [REDACTED]

Brodsky stated that he observed the plane pitch down when it was approximately 300 feet above the ground. The plane struck the ground and the pilot was ejected from the plane. Brodsky observed the pilot face down in front of the plane and waited for EMS to arrive.

NARRATIVE:
On 6/15/2012 at approximately 1030 hours I responded to 200 Airport Drive, Westminster, MD for the report of a collision involving an airplane at Carroll County Regional Airport. Upon my arrival I made contact with several witnesses who advised that they had seen the airplane strike the ground. All witnesses advised that they had heard the pilot of a light sport aircraft radio the airport and advise that he was having elevator problems and needed to make an emergency landing. They then observed the plane as it approached the runway. They saw the plane dive sharply towards the ground and then level off before diving sharply back down and striking the ground. Each witness's account of the event is listed above. I obtained each of their written statements and attached them to Senior Trooper Winkler's report. I then made contact with the Rockville State Police Barrack and asked them to make notification to the pilot, Henry Judkins', wife about the collision and his serious condition.

[REDACTED]

**MARYLAND DEPARTMENT OF STATE POLICE
CRIMINAL INVESTIGATION REPORT**

COMPLAINT CONTROL NO.
CIR - 1256009680

B. General Broadcast Yes No
Date & Time

Related Report No's. [REDACTED]

Crime **Aircraft Collision**

WITNESS STATEMENTS

WITNESS: Jeffrey Robert Brodsky
Statement Date: [REDACTED] Statement Location: [REDACTED] Questioned By: [REDACTED]
Statement: [REDACTED]

WITNESS: Paul David Scott Freeman 2nd
Statement Date: [REDACTED] Statement Location: [REDACTED] Questioned By: [REDACTED]
Statement: [REDACTED]

WITNESS: Jeffrey Warren Hesson
Statement Date: [REDACTED] Statement Location: [REDACTED] Questioned By: [REDACTED]
Statement: [REDACTED]

NARRATIVE

ATTACHMENTS:

- Witness statement (copy)
- Witness statement (copy)
- Plane Registration (copy)

COMPLAINANT:

Paul Freeman stated that the plane "Light Sport" called into Carroll County Unicom to report that his elevator has become detached and needed to make a landing on runway 16. Freeman then advised that he observed the aircraft take a 45 degree downward angle and then strike the embankment prior to the runway. Freeman advised he immediately went inside and called 911. See attached statement.

WITNESS:

Jeffrey Brodsky stated that the pilot called in an emergency due to the loss of an elevator. He observed the plane maintain level flight until 15 yards from the beginning of the runway. He advised he then observed the plane make a drastic downward pitch approximately 300 feet in altitude. At that time he observed the plane crash and observed the pilot, who had been ejected, lying face down on the ground. He stated that he was advised not to render first aid and wait for the paramedics. See attached detailed statement.

WITNESS:

Hesson stated that he observed the aircraft traveling from north to south. He observed the aircraft at a distance of 100- 200 feet. He stated the plane was in between the hill and the runway. He observed the plane make three ups and 3 downs as it approached the runway. Hesson advised the last time the plane came down, it stuck the embankment prior to the runway.

NEIGHBORHOOD CHECK:

Due to the nature of the crime, none was conducted

SCENE PROCESSING:

Crime Tech Judey #5515 responded to and processed the scene for physical evidence.

NARRATIVE:

On 6/15/2012 at 1013 hours, I responded to 200 Airport Dr Westminster MD, 21157 for a reported collision involving an aircraft. Upon my arrival, I observed the aircraft and the wreckage. The aircraft was in multiple pieces throughout the grass area next to the runway. I then observed the first emergency personnel to respond to the victim and scene were EMT [REDACTED] and Paramedic [REDACTED] of Westminster-Fire [REDACTED]. The aircraft was identified as a Remos GX Light Speed #N206GX. Trooper 3 responded to the scene and TFC Lantz # 1981 rendered aid to the victim. Trooper 3 was piloted by [REDACTED]. The victim was transported to University of Maryland Shock Trauma. I made contact with the complainant who advised that the operator of the aircraft called in that he was making an emergency landing due to an equipment malfunction. See the above listed statement. I then contacted the first witness, Jeffrey Hesson. Hesson stated that he observed the aircraft traveling erratically and then struck the embankment. See the above listed statement. I then contacted Jeffrey Brodsky. He stated that he was first on scene and observed the aircraft strike the embankment. See his above attached statement. I did not perform a neighborhood check. See above caption for details.

FAA was contacted and advised they would be responding at 1200 hours. PCO Carlisle contacted NTSB at approximately 1030 hours. [REDACTED] was assigned the investigation and this report with all of the applicable attachments will be forwarded to him.

ALL ABOVE EVENTS DID OCCUR IN CARROLL COUNTY, MD.

MARYLAND DEPARTMENT OF STATE POLICE
 CRIMINAL INVESTIGATION REPORT - SUPPLEMENTAL REPORT

COMPLAINT CONTROL NO.
 CIR 1256009680

INCIDENT... AIRCRAFT CRASH
 VICTIM..... JUDKINS, HENRY THOMAS

NARRATIVE:

DATE & TIME: 6-15-12 @ 1012 Hours

LOCATION: [REDACTED]

CRIME: Aircraft Collision

CASE#: 12-56-009680

VICTIM: Henry Thomas Judkins [REDACTED]

Phone: unknown

INVOLVED AIRCRAFT:

2009 Remos GX Single Engine Fix Wing (White)

Tail#: N206GX

Narrative:

On 06-15-12, at approximately 1012 Hours, I was advised by the barrack to respond to the Carroll County Regional Airport located at 200 Airport Dr. Westminster, Carroll County, Maryland in reference to an airplane crash. Upon arrival, I observed what appeared to be a small single engine airplane that had struck the ground just prior to the North end of runway 1-6. It appeared that the pilot and sole occupant of the aircraft was ejected from the aircraft upon impact. Westminster City Fire and Rescue was on scene treating the pilot. I was able to obtain the pilot's wallet and he was identified by his Maryland driver's license as Henry Thomas Judkins of Rockville, Maryland. I was advised by a paramedic at the scene that the pilot was unconscious and unresponsive. Based on the pilot's condition Maryland State Police medivac helicopter was notified and responded to the scene. Maryland State Police medivac (Trooper 3) arrived on scene, and the aircraft was having mechanical problems. As a result, of the mechanical problems with Trooper 3 the patient was transported by ground by Westminster City ambulance Medic 39. Medic 39 met with a second Maryland State Police medivac at the Baltimore/Carroll County line. The patient was transferred from Medic 39 to the helicopter and transported the rest of the way to shock trauma.

As I began checking the victim's wallet, I discovered on a Health care card a possible wife by the name of [REDACTED]. Contact was made with Maryland State Police Rockville barrack and notification was made to the wife [REDACTED] concerning the accident. National Transportation Safety Board (N.T.S.B) and Federal Aviation Administration (F.A.A.) were notified and were responding to the scene. Maryland State Police Crime Lab was also notified and responded to the scene. During my investigation, I learned of four witnesses to this accident. I made contact and spoke with Jeffrey Hesson (Witness #1). Mr. Hesson stated that he is employed with Skytech Inc. and is working out of the Carroll County Regional airport. He stated that he received a call on his radio concerning a plane coming in for an emergency landing. He was advised that the aircraft was having elevator problems. Mr. Hesson added that he observed the plane traveling south about 1 mile north of runway 1-6. Hesson added that the airplane was "porpoising" up and down about 100 to 200 feet. Mr. Hesson further stated that the aircraft did this about three to four times. Mr. Hesson added that about 1/4 mile before the runway the aircraft attempted to climb in altitude and then immediately "nose dived" striking the ground. Mr. Hesson stated that he got into his truck and drove out to the accident scene. Upon arrival to the scene, he observed the pilot approximately 40 feet south of the cockpit laying face down in the grass. Mr. Hesson indicated that the pilot was breathing but unresponsive. Mr. Hesson was on scene until medics arrived. (See Witness #1 written statement for additional detailed information). After speaking with Witness #1 I advised Trooper Cooper of additional witnesses were back at the airport hangers. Trooper Cooper responded to the airport hanger and spoke with additional witnesses. See his supplement reports for detailed statements from those witnesses.

On 06-18-12, I made contact with the deceased's wife [REDACTED], at approximately 1030 hour. I met with Mrs. Judkins at McDonald's located in Mount Airy, Maryland. There, I released her husband's wallet to her. I then asked her about her husband's flight plan and about the aircraft. Mrs. Judkins stated that the plane belonged to a woman in up state New York. She stated that the plane was

**MARYLAND DEPARTMENT OF STATE POLICE
CRIMINAL INVESTIGATION REPORT -SUPPLEMENTAL REPORT**

COMPLAINT CONTROL NO.
CIR 1256009680

kept all winter at Hayfield Airport in Columbia, Maryland. She added that the owner wanted a ballistic parachute installed on the plane. On Monday and Tuesday (6-11,12-12) the plane was at Baybridge Airport where the ballistic parachute was installed. Mrs. Judkins further stated that her husband got a ferry permit and on Thursday (6-14-12) took the plane to Frederick Airport. She stated that on Friday (6-15-12), her husband was going to fly the plane to up state New York and drop the aircraft off to the owner. She added that the plane contained 20 gallons of fuel and he had two additional 5 gallons gas cans on board. Mrs. Judkins stated that her husband was planning on leaving Frederick, Maryland and land in what she believed to be Sullivan County, Pennsylvania to re-fuel the plane. I asked Mrs. Judkins if her husband mentioned to her if he had any mechanical problems with the aircraft. She advised that he was not having any problems. I advised her that from this point, the National Transportation Safety board and F.A.A. are the primary agencies investigating the crash. She was provided a contact person for the F.A.A.

On 06-18-12, I made contact with Luke Shada from the National Transportation Safety Board. He is the primary investigator for this case. I faxed him a copy of all witnesses statements and once all supplemental reports are approved I will be faxing him those copies as well. He was also advised how to go about obtaining a copy of all photographs taken by Maryland State Police Crime Lab.

At this time, I am requesting that this case be closed. All additional investigations will be conducted by Luke Shada of the National Transportation Safety Board. No further action will be taken at this time.

Winkler (7) Hours
CASE CLOSED

Crime Prevention Action Initiated? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Previous Crime Prevention Survey? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Date Supplemental Report Due:	Initial Status recommended by reporting officer <input type="checkbox"/> Open <input type="checkbox"/> Suspended <input type="checkbox"/> Unfounded <input checked="" type="checkbox"/> Closed	
Initial Investigator: Tfc E. Winkler 3468	Initial Date: 6/21/2012	Supervisor Status: <input checked="" type="checkbox"/> Agree <input type="checkbox"/> Disagree		Investigation continued by: <input type="checkbox"/> Patrol <input type="checkbox"/> Investigation <input checked="" type="checkbox"/> N/A		Reviewing Supervisor: Sgt V. Sticher 3088
Investigation Supervisor Status: <input type="checkbox"/> Patrol <input type="checkbox"/> Investigative <input checked="" type="checkbox"/> N/A		Invest. Supervisor: Sgt V. Sticher 3088	Invest. Date: 6/28/2012	Assigned Investigator:	Date Assigned:	<input type="checkbox"/> NCIC Entered <input type="checkbox"/> NCIC Cleared <input type="checkbox"/> Miles Entered <input type="checkbox"/> Miles Cleared
Final Status: <input type="checkbox"/> Open <input type="checkbox"/> Suspended <input checked="" type="checkbox"/> Closed		Classification: UCR Disp: 26C E	Related Report No's.:	<input type="checkbox"/> Crime Analysis? <input type="checkbox"/> Victim: Witness Notification of Rights?		



MEMORANDUM OF RECORD

Luke Schiada
Senior Air Safety Investigator
Eastern Region Aviation

Subject: ERA12FA395 – N206GX, Westminster, Maryland

Name: Christian Majunke

Mr. Majunke was the Head of Design for Remos Aircraft. In an email correspondence from June 24, 2013, he indicated:

REMOS drawings contain marked dimensions to be explicitly checked during receipt of goods with a squiggle. These dimensions have explicitly named tolerances. All other dimensions have specified tolerances according to the German norm DIN 7168 or DIN ISO 2768, noted in the title block. He provided a copy of DIN 2768 (DIN 7168 is the former version with identical content) and noted that if those tolerances were taken into account, all dimensions of the elevator quick-fastener were within specified tolerances.