



## RECORD OF CONVERSATION

**Shaun Williams**  
**Senior Aviation Accident Investigator**  
**Central Region**

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**Date: March 4, 2021**  
**Person Contacted: Ingrid Meier**  
**NTSB Accident Number: CEN21FA130**

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### **Narrative:**

On February 16, 2021, about 0917 central standard time (CST), a Velocity VTwin experimental, amateur-built airplane, N13VT, was substantially damaged when it was involved in an accident near Janesville, Wisconsin. Ms. Meier was an instructor for Velocity Aircraft and gave dual instructor to one of the pilots on board the accident airplane.

On March 3, 2021, Ms. Meier was contacted for an interview and relayed the following information.

She stated that the male pilot on board was a “great pilot” and had a feel for the airplane after only a few landings.

Regarding the airplane, she stated that the VTwin’s nose would not break like a conventional airplane in a full stall. It would get into what she referred to as “pitch buck” where it would stall, the nose would lower and then stall again. If during a V<sub>mc</sub> demonstration, the airspeed got too low, the airplane would develop a rolling moment that could be corrected by a reduction in power on the operating engine. With the gear down, the airspeed where this would occur would be about 80 knots and about 75 with the gear up.

The airplane was not equipped with an autofeather system.

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## RECORD OF CONVERSATION

**Shaun Williams**  
**Senior Aviation Accident Investigator**  
**Central Region**

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**Date: February 22, 2021**  
**Person Contacted: Lance Denham**  
**NTSB Accident Number: CEN21FA130**

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### **Narrative:**

On February 16, 2021, about 0917 central standard time (CST), a Velocity VTwin experimental, amateur-built airplane, N13VT, was substantially damaged when it was involved in an accident near Janesville, Wisconsin. Mr. Denham was the air traffic controller on duty at JVL at the time of the accident.

On February 22, 2021, Mr. Denham was contacted for an interview and relayed the following information.

He stated that shortly after clearing the airplane for departure, one of the pilots of N13VT made a radio transmission that they would like to return to the airport for an undisclosed engine issue. The sky was hazy, but he said when he looked, the airplane had already turned out. He requested that the pilot report turning final for runway 32. He stated that when he began expecting the call, he started looking for the airplane and saw that it was just beyond the trees southeast of the airport. He saw the airplane in a left circle, which tightened about ½ through the circle. When the turn tightened, he observed the nose of the airplane “almost pointed down toward the ground.”

When the airplane went behind the trees, he immediately called 911 to report the accident.

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U.S. Department  
of Transportation  
Federal Aviation  
Administration

Flight Standards District Office  
[Redacted]  
Milwaukee, WI 53207

### FAA STATEMENT OF WITNESS

This statement is intended for use in determining the facts, conditions and circumstances of the subject accident and to discharge the nine FAA responsibilities.

Date 2-17-21

Place of accident Janesville WI. Date 2-16-21 Hour 9:20 AM

Type of vehicle Velocity Experimental

Identification of vehicle 13VT

What is your name? Terry Meehan

Address [Redacted] Janesville WI.

Occupation Line Service Super. Employed by Janesville Jet CTR.

Where were you at the time of the accident? at Janesville Jet Ramp

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

*Was in hangar when 13VT taxied here, then was called with service order for topoff. Brought fuel slip in office, switched to jet TRK to fuel next aircraft. I waited for them to taxi away then I fueled next aircraft not paying attention to their departure.*

[Redacted Signature]  
Signature



U.S. Department  
of Transportation  
Federal Aviation  
Administration

Flight Standards District Office  
[Redacted]  
Milwaukee, WI 53207

### FAA STATEMENT OF WITNESS

This statement is intended for use in determining the facts, conditions and circumstances of the subject accident and to discharge the nine FAA responsibilities.

Date 2-17-2021

Place of accident Janesville WI Date 2-16-21 Hour 09:20

Type of vehicle Velocity Experimental

Identification of vehicle 13VT

What is your name? Bonnie Cooksey / Janesville Jet Ctr.

Address [Redacted] Janesville WI

Occupation Mgr. Employed by Janesville Jet Ctr.

Where were you at the time of the accident? @ Jet Ctr. Office

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

A/C Taxied up to our ramp, couple came in and asked for Top Off of 100LL Fuel. While they were waiting they talked to me about coming from Appleton on their way to FL. Chit chat mostly and they left the building to prepare for departure. Took off @ 09:12 according to Flightaware. Approx 08:30

Signature

[Redacted Signature]

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 2:00 PM	DATE 03/02/2021
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Gary Hartwig A&P/IA		ROUTING	
		SYMBOL	INITIALS
SUBJECT N13VT - Ferry flight permit inspection			
DIGEST On Tuesday, March 2 2021 I had a phone conversation with Gary Hartwig. Gary performed several maintenance activities as well as the safe for flight inspection on N13VT prior to the accident that occurred on 2/16/2021. Gary explained that he had performed work on the plane for the owner during the time-frame of summer/fall of 2020 and early 2021. Work included routine oil changes on both engines. He also did some troubleshooting on a vibration type noise that was reported by the owner and identified it as a cracked exhaust manifold on the right engine, right side manifold. Gary indicated the owner removed the manifold and had the crack welded and then reinstalled it. He did not recall the exact time of this activity by the owner but estimated time on the aircraft to be about 50 hours. Gary also relayed that the aircraft had experienced a fuel leak into the cabin. He stated he removed the interior of the plane to locate the source of the leak as seepage from the fuel tank and it was a very minor leak that would collect in the carpet over an extended period of time. The plane was flown to the factory in Florida in December of 2020 to have a repair accomplished to the fuel seep. Gary stated the factory introduced a negative pressure to the fuel tank and applied resin to the outside of the tank in the area where the seep was identified to seal the fiberglass in that area.			
CONCLUSION, ACTION TAKEN, OR REQUIRED Gary Hartwig provided this statement to me regarding his recollection of the maintenance activities he was aware of on the subject aircraft.			
DATE 03/03/2021	TITLE Todd Davis ASI	SIGNATURE	

DIGEST (CONT)

Prior to the ferry flight that occurred on 2/16/2021, Gary inspected the aircraft to determine it was safe for the intended flight. He indicated he removed and reinstalled a couple of panels in the front of the plane to verify the nose landing gear was down and locked. He did this by reviewing the nose gear retract mechanism. He also ensured the main gear was down and properly locked. He stated that he pulled the circuit breaker so the gear retract system could not operate and that he did not tie wrap the breaker in case the pilot may have a need to use it. This work was done at the Appleton Airport, Appleton WI. Gary stated he was not involved with the troubleshooting of the nose gear issue that caused the need for the flight to factory in Florida. The troubleshooting and determination to fly the airplane to the factory was made by the owner and pilot.

Gary stated that during previous maintenance activity he was reviewing an electrical junction panel and found several wire connections loose so he tightened them up. Also he discovered a brake line leaking which he tightened up and then serviced the brake reservoir. These actions were not related to the inspection prior to the accident flight.

Gary stated that he reviewed his copy of the log book sticker he created for the ferry flight inspection action and realized he didn't update the template on his computer to reflect the correct registration number of the aircraft. He stated this was just a paperwork/typographical error.

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 7:30 AM	DATE 02/24/2021
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Mr. Richard Pawluk		ROUTING	
		SYMBOL	INITIALS
[REDACTED]			
Janesville WI			
phone - [REDACTED] email: [REDACTED]			
SUBJECT Crash of N13VT			
DIGEST			
Mr. Pawluk was identified as an eye witness to the last moments of flight of Velocity aircraft N13VT. Mr. Pawluk returned my call from a message I left with his wife, Kathleen. He called me from the car during his travel from Wisconsin to Texas. I asked Mr. Pawluk to describe what he was doing and what he witnessed regarding a plane crash on the morning of Tuesday February 16, 2020. Mr Pawluk stated he was outside his residence walking his dog that morning on Driftwood Drive near his home. He saw a plane pop up from behind the trees and described the flight of the plane as similar to something that would be seen from a crop duster popping up over a field. The plane at that time was traveling from the south to the north. The engine was running and in his words the engine was sounded like something you might hear from a crop duster, "chopping at the air and working hard". He only heard the plane after seeing it pop up from behind the trees. He was looking south along Driftwood drive. He further stated that after it popped up from behind the trees it banked to the left and then went back behind the trees and he didn't see it anymore and there was silence. He estimated the total time from when he first saw the plane to when it disappeared behind the trees again was only a few seconds. Mr Pawluk then asked a neighbor to call 911 (Cedric Hathway). He then proceed to attempt to gain access to the scene but			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
Mr Pawluk is a credible eye witness to the last moments of flight of N13VT on 2/16/2021.			
DATE 02/24/2021	TITLE Todd Davis FAA/ASI	SIGNATURE	

DIGEST (CONT)

was unable to since the plane came to rest in a swampy area.



RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 8:45 AM	DATE 02/23/2021
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Mr. Richard Turner - eye witness		ROUTING	
		SYMBOL	INITIALS
Property owner at [REDACTED], Jansesville WI (moms residence)			
phone [REDACTED]			
SUBJECT Crash of N13VT			
DIGEST Mr Turner was reported by Rock County Sheriff as an eye witness to the crash of N13VT. I interviewed Mr. Turner today via telephone. On that day, he was standing in the driveway at the address listed talking to a neighbor. He explained that he first heard an airplane engine he described as a loud roar like an airplane doing aerobatics then looked up to see the plane. He saw it about 150-200 feet above the tree line at what he described as an 80 degree angle. The plane went past the tree line and he expected to see it come up the other side but it never did and then there was silence. He was unsure of the orientation of the plane when it went through the tree line and estimated he saw only the last 2-3 seconds of flight. Mr. Turner waited a few minutes then heard sirens and called the non-emergency line to Rock county sheriff and stated he thinks he just saw a plane crash. Shortly after the call first responders arrived and he did his best to direct them to the area where he saw the plane go through the tree line. I thanked Mr. Turner for the information and bid him good day. Nothing Follows.			
CONCLUSION, ACTION TAKEN, OR REQUIRED Mr. Turner is a credible witness to the last moments of flight of N13VT. Nothing follows.			
DATE 02/23/2021	TITLE FAA ASI Todd Davis	SIGNATURE	

