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I have added Inspector Cliff Carpenter. He is the airworthiness inspector assigned to this accident with the San Antonio FSDO. He and I are meeting tomorrow morning in the office to review the aircraft records, (5 airframe logbooks, 2 engine logbooks, various other documents)

There were six weight and balance records found within the aircraft records.

Appears the weight changed very little over time.

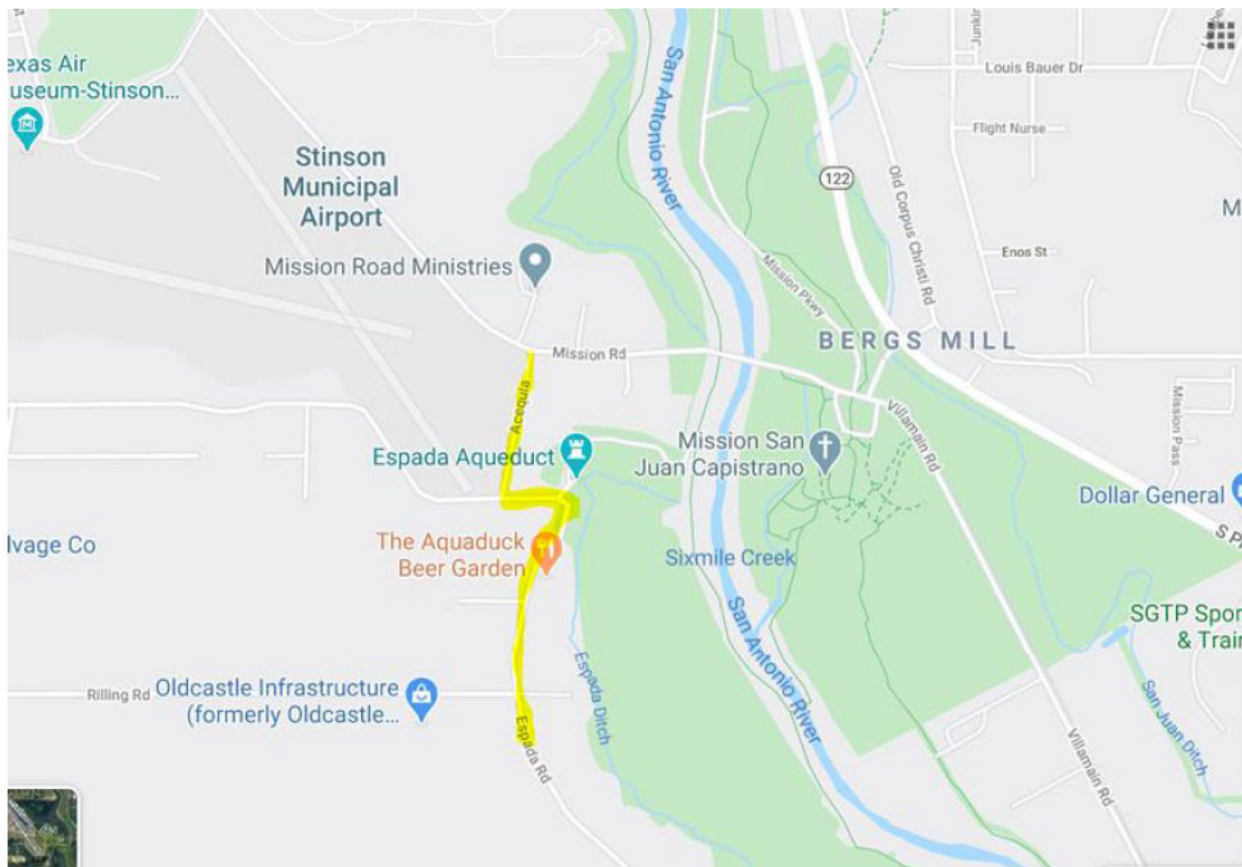
The "Family Seats" were installed in 1984 and the W7B Change is reflected in the "Four Star Aviation" June 20, 1989 W&B, "Weight as per 3/22/84" so that was documented.

I spoke with Officer Jesse Mendoza. He is an observer with the San Antonio Police Department Helicopter Unit assigned at Stinson Field, (also a Private Pilot).

He was jogging on Acequia Street and saw the accident aircraft take off so he had probably the best view of the aircraft departure (from his right to his left).

He stated that the aircraft was "pretty damn low" and that caught his attention. He also stated that the nose of the aircraft "kept popping up every 2 or 3 seconds but was still descending". He stated the engine sounded normal and could not determine if flaps were extended or not. He also did not notice any smoke/fire. He stated the aircraft went behind the tree line and he did not see the actual impact, but heard the crash and called his dispatch office to report it and continued towards the scene. When asked about aircraft speed, he stated he "definitely was not going fast, so either normal or slow"

Officer Mendoza was one of the first on scene and found Mr. Ferguson and Collins by the side of the road.



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