

CASE NUMBER 98001293

TRANSCRIBED STATEMENT OF WALLACE FRAZIER CONCERNING THE AIRPLANE CRASH ON 02/19/98. VERBAL STATEMENT TAPED 02/27/98, BY W.T. BLAND.

Frazier: I am talking to W.T. Bland, serving since 1969, and my name is Wallace Frazier and I live in Julington Creek and I am building a boat here at Red Bay Marine. I am situated under light number twenty five, which I don't think works much anymore, but the boat is to the south of the number twenty five light here by the old, which I guess was a restaurant. On the day in question the aircraft took off from the reciprocal of runway 23 I guess, and came over me probably at a ten degree angle from vertical, which is a normal take off. The trajectory of the aircraft it appears was slightly off set to the north due to a bunch of cranes that were active right at the edge of the water. So I assume that's why he was a little bit further left than usual. Normally he would have been over the trailer that was occupied by the people here. And that is normal the Lear jets pattern coming over that trailer so I know he was displaced to the north a bit. And approximately on an angle of fifteen degrees vertically from where I was standing behind my car, as I was getting tools out of my trunk, I looked up and as he had been flying for three days quite frequently so I just happened to look up and about fifteen degrees from where I was standing the engine power came back. When I say that, I mean the power was reduced probably to idle from take off power. The sound of the take off engine as opposed to one that is in idle it appeared it came back not real fast but a nice smooth reduction of power reminiscent of a somebody cutting an engine for a simulated flame out or a simulated engine failure. And from that fifteen degree point from where I am standing right now, they lowered the nose slightly and I didn't hear the power come back up and there was no evidence of catastrophic failure of the engine i.e. there was no big puffs of smoke. There was no banging or the sounds usually associated with that kind of failure.

The aircraft continued straight ahead and right now there is a crane just about a hundred a hundred feet to his right but there is a barge out there and Officer Bland here can identify that at some future point and time. But almost on the same axis that he was taking off. And about the point of that barge I am looking at, he initiated a left hand turn which came to approximately sixty degrees at bank to the north and as he progressed in the turn he steepened it up and finally was almost in a ninety degree bank and now headed probably north up the river which is basically north. Then it appeared that he applied some elevator forces to bring the aircraft around tighter probably with the intention of coming back to the field. And had remained fairly flat from the time the engine power came back to where he was at this ninety degree point of the turn back towards me. He now steepened the amount of the bank and made an almost hundred and eighty degree turn and from where I am standing now looking through a tree to a white mast. And approximately at the white mast vertically up from that white mast which is a place I can see through, where there used to be a house boat. The left wing went down abruptly, which to me would indicate a high speed stall and a snap roll. From that point he made approximately a three quarter turn and then impacted vertically. I heard no sounds of any increase in engine power during the whole maneuver, however, since he was away from me and in the vertical bank

perhaps I didn't hear the advance, if there was an advance of power. All of this took place in probably less than fifteen to twenty seconds from the beginning when the engine power came back to the time that he bought the farm.

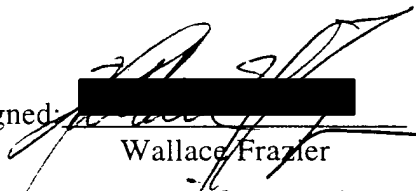
I started flying in 1947 and got my first license in '47 when I quit I was Lear jet qualified and had flown approximately forty five airplanes in my lifetime. That's probably all I can give you.

Bland: Can you estimate the height that he was when you saw him?

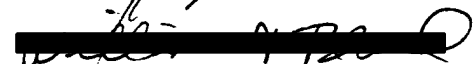
Frazier: Well, I go by the angles again. I would say he was between two hundred and two hundred and fifty feet. By triangulation you could almost from his flight path down that runway to a position above this tree here which is to the south east of pole number twenty five. You could almost triangulate the exact altitude. His trajectory was right over from the end of that runway that he had just taken off from. He was probably over the top of that old building over there which I understand was a restaurant at one point in time. So just by triangulation I would say he was two hundred and fifty feet. Not much higher. Why they didn't get higher that airplane for some reason never attained any higher altitude much on takeoff, unless maybe they were taking off at the intersection instead of using all the runway. That's why they would be so low. Even a Lear is a lot higher. Of course that's a high performance airplane. The other airplanes that come in here and take off, most of them are turbine powered, so they get airborne real quick. They climb really quick. Anything else?

Bland: Okay. Appreciate it.

Frazier: Okay.

Signed: 


Wallace Frazier

Witnessed by: 


William T. Bland

GREEN COVE SPRINGS POLICE DEPARTMENT
STATEMENT FORM

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CASE # 98001293

NAME: WILLIAM MCPHERSON ADDRESS: [REDACTED] ST AUGUSTINE, FL 32086

TELEPHONE # [REDACTED] DOB [REDACTED] AGE: 62 OCCUPATION: USCG RETIRED

STATEMENT MADE AT: PIER 12, GREEN COVE SPRINGS HOUR: 056 pm DATE: 02/19/98

STATEMENT MADE BY THE ABOVE NAMED PERSON

at about 1345 I was on my boat talking to another boatowner, Dave. I ^{saw +} heard a plane climbing to the southeast. As it approached my position, the engine went quiet. I looked up and saw Dave watching from the dock. I was standing under the bimini top and did not have a good view of it. When it did come into my view, it was falling (not flying) into a houseboat on Pier 12 between me and the marina office. The houseboat immediately burst into flames.

WITNESSED BY: [Signature] # 385

STATEMENT MADE BY: [Signature]

GREEN COVE SPRINGS POLICE DEPARTMENT
STATEMENT FORM

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CASE # 98001293

NAME: Trooper William Calhoun ADDRESS: [REDACTED] St Augustine

TELEPHONE # [REDACTED] AGE: 33 OCCUPATION: State Trooper

STATEMENT MADE AT: Reynolds Industrial Park HOUR: 3:45 PM DATE: 02-19-98

STATEMENT MADE BY THE ABOVE NAMED PERSON

I was riding my bicycle on the access road between the golf course & the airport runway. I was with my spouse (Mary Ellen Calhoun) & we were riding northbound. The plane that crashed took off northbound & flew right by us. The engine sounded fine. I didn't look at it any longer after flew over the SR 16 area. My wife remarked "boy he sure is flying low" "He looks like he's going to crash". The next thing I heard a crunch and a huge fireball. We rode to the site immediately & found a houseboat on fire.

WITNESSED BY:

[Signature] #385

STATEMENT MADE BY:

Trooper William B. Calhoun

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CASE # 98001293

NAME: Mary Ellen Calhoun ADDRESS: [REDACTED] St. Augustine, FL 32092

TELEPHONE: [REDACTED] AGE: 33 OCCUPATION: Retail Sales

STATEMENT MADE AT: Reynolds Industrial Park HOUR: 3:45 PM DATE: 2-19-98

STATEMENT MADE BY THE ABOVE NAMED PERSON

While riding a bicycle on a road between the golf course and the air field, I was watching a plane practicing touch + go's. On approximately the 3rd take off the plane was flying NE towards the river. It was flying at a low altitude and was making a left bank turn ^{over the river,} the plane speed seemed slow and while turning, the nose started going down to the ground. It continued losing speed and altitude and went down (nose first) into the boat yard area. It burst into flames when it contacted an object (later found out a house boat). I could not tell if there was any engine trouble, I just was watching because the plane was flying so low and I thought to myself he might crash - not realizing that, that was what was happening.

WITNESSED BY:

[Signature] #385

STATEMENT MADE BY:

Mary Ellen Calhoun

GREEN COVE SPRINGS POLICE DEPARTMENT
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CASE # 78001293

NAME: Lindy Stewart

ADDRESS: [REDACTED] Penney Farms FL 32079

TELEPHONE [REDACTED]
hm
wk

D.O.B.: [REDACTED]

OCCUPATION: bookkeeper

STATEMENT MADE AT: Green Cove Spgs Morning HOUR: 2:25 DATE: 2/19/98

STATEMENT MADE BY THE ABOVE NAMED PERSON

Plane traveling N-NE approximately 400-500
ft - took tight circle to left - appeared
to try to pull out + up but nose -
dived into house boat

WITNESSED BY:

[REDACTED]

STATEMENT MADE BY:

Lindy Stewart

GREEN COVE SPRINGS POLICE DEPARTMENT
STATEMENT FORM

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CASE # 98001293

NAME: CHARLES YOUNGERMAN ADDRESS: [REDACTED]

TELEPHONE [REDACTED] D.O.B.: [REDACTED] OCCUPATION: Retired

STATEMENT MADE AT: GCS MARINA HOUR: 2:20 PM DATE: 2/19/98

STATEMENT MADE BY THE ABOVE NAMED PERSON

CONCERNING PLANE CRASH INTO HOUSEBOAT - the plane (a long-winged, unstayed sailplane) took from nearby airport with good elevator heading NE across St Johns. Shortly before reaching river, the plane turned a hard left as if to return to runway losing height and turning lighter, ~~it~~ it struck tightly into the houseboat. The boom resulted from the impact with fire beginning immediately of a large size.

WITNESSED BY: [REDACTED]

STATEMENT MADE BY: [Signature]
[REDACTED]

GREEN COVE SPRINGS POLICE DEPARTMENT
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CASE # 98001293

NAME: CHRIS L. JOHNSON ADDRESS: [REDACTED] - NEX FANFIELD CT 10681

TELEPHONE # [REDACTED] D.O.B.: [REDACTED] OCCUPATION: RETIRED

STATEMENT MADE AT: MARINA @ GREEN COVE SPRINGS HOUR: 5 PM DATE: 2/19/99

STATEMENT MADE BY THE ABOVE NAMED PERSON

AT APPROX 1:30 PM, I WAS TRAVELLING NORTH IN THE ST. JOHNS RIVER DIRECTLY OFFSHORE FROM THE MARINA, WHEN I NOTICED AN AIRPLANE HEADING EAST OUT OVER THE RIVER FROM JUST SOUTH OF THE MARINA. IT LOOKED LIKE ONE OF THOSE MOTORIZED GLIDERS WITH VERY LONG THIN WINGS AND A BIG SQUARE TAIL. IT WAS ABOUT 200' HIGH AND NOT GOING VERY FAST. THEN IT STARTED A STEEP BANK TO THE LEFT BACK TOWARD THE SHORE. I THINK IT WASN'T GOING FAST ENOUGH TO TURN THAT SHARPLY WITHOUT STALLING. ALL OF A SUDDEN IT JUST STARTED GOING STRAIGHT DOWN VERY QUICKLY RIGHT INTO THE BOAT MAKING A HUGE BALL OF FIRE THE INSTANT IT HIT. THERE WAS POSITIVELY NO SMOKE OR FIRE BEFORE THE PLANE HIT THE BOAT.

WITNESSED BY: [REDACTED]

STATEMENT MADE BY: [REDACTED]

GREY COVE SPRINGS POLICE DEPARTMENT
STATEMENT FORM

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CASE # 1293

NAME: JERRY EVERS ADDRESS: [REDACTED] GCS

TELEPHONE # [REDACTED] D.O.B.: _____ OCCUPATION: Shipwright

STATEMENT MADE AT: _____ HOUR: _____ DATE: 2/24/72

STATEMENT MADE BY THE ABOVE NAMED PERSON

I WAS IN CONVERSATION WITH A
COWORKER WHEN I HEARD A LOUD FAN
NOISE AT WHICH TIME I TURNED MY
HEAD OVER TOWARDS THE TOP OF MY
CONTAINER (WHICH IS 9' TALL) AND SAW
THE NOSE OF THE GLIDER COMING STRAIGHT
AT US AND THE STARBOARD (RIGHT) WING FELL
THE PLANE ROLLED OVER NOSE STRAIGHT DOWN
INTO THE CENTER OF THE TIN ROOF OF
THE 2 STORY (HOUSE) I DID NOT SEE THE
ACTUAL IMPACT BUT DID ~~SEE~~ HEAR
THE EXPLOSION. I RAN AROUND THE CONTAINER TO
SEE AND THERE WAS THE HOUSE BURNING HOT!!
BUT NO PLANE TO BE SEEN

Q Did you see or hear anything of the plane prior to fan noise?

A NO I DID NOT

WITNESSED BY:

[REDACTED]

STATEMENT MADE BY:

Jerry Evers

GREEN COVE SPRINGS POLICE DEPARTMENT
STATEMENT FORM

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CASE # 9800 1293

NAME: Phillip Goowin ADDRESS: [REDACTED] St. Aug. FL

TELEPHONE # [REDACTED] D.O.B.: [REDACTED] OCCUPATION: Boat Worker

STATEMENT MADE AT: ~~2-24-98~~ ^{Green Cove Springs} _{Marina} HOUR: 11:30 AM DATE: 2-24-98

STATEMENT MADE BY THE ABOVE NAMED PERSON

Approx. 1:45 I had returned from lunch and was talking to Jerry Evers at the Bow of a Boat we are working on.

All of a sudden Jerry's eyes opened wide and he yelled "Oh No". Not knowing what was happening I ducked and heard a loud Boom. I ran around the container in our yard and saw the two storied house boat on fire. I saw nothing but the flames on the Boat and nothing else. It was later I learned that a plane had hit the Boat.

WITNESSED BY: [REDACTED]

STATEMENT MADE BY: [REDACTED]

GREEN COVE SPRINGS POLICE DEPARTMENT
STATEMENT FORM

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CASE # 9800 1293

NAME: DAVID HANSENSON ADDRESS: [REDACTED] - LIL DARING

TELEPHONE # _____ D.O.B.: [REDACTED] OCCUPATION: SELF EMPLOYED

STATEMENT MADE AT: _____ HOUR: 12/20 DATE: 2/24/88

STATEMENT MADE BY THE ABOVE NAMED PERSON

I WAS STANDING NEXT TO TOOL SHED AT END OF PIER #11. I NOTICED THE PLANE AND I LOOKED AWAY. I HEARD THE PITCH OF THE MOTOR CHANGE. I LOOKED BACK UP AND I SAW THE PLANE START TO CIRCLE BACK. THE PLANE DROVE INTO THE HOUSE - WITHIN SECONDS AFTER IMPACT THE HOUSE WAS ENGULFED.

WRITTEN FOR ME BY [REDACTED]

WITNESSED BY: [REDACTED]

STATEMENT MADE BY: [REDACTED]

GREEN COVE SPRINGS POLICE DEPARTMENT
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CASE # 9800 1293

NAME: ROBERT COX

ADDRESS: [REDACTED] C. C. S.

TELEPHONE # _____ D.O.B.: _____ OCCUPATION: _____

STATEMENT MADE AT: _____ HOUR: 3:35 PM DATE: 02/24/82

STATEMENT MADE BY THE ABOVE NAMED PERSON

I WAS STANDING AT THE TOP OF THE GANGPLANK TO THE BARGE CONGO ON THE WEST SIDE OF PIER 9. I WAS WAITING FOR RICHARD SLEAP TO BRING ME A PUMP. I WAS FACING EAST. I SAW THE PLANE WHEN IT CLEARED THE TREE LINE. I HEARD ONE BACKFIRE AND SAW A TRAIL OF BLUE SMOKE. THE TRAIL OF SMOKE WAS LESS THAN 20 FT LONG. RIGHT AFTER I SAW THE SMOKE THE PLANE TURNED TOWARD ME AND WENT INTO A SPIN AND HIT THE HOUSE BOAT AND EXPLODED ON CONTACT.

WRITTEN FOR ME BY [REDACTED]

WITNESSED BY:

[REDACTED]

STATEMENT MADE BY:

X [REDACTED]

GREENTREE SPRINGS POLICE DEPARTMENT
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CASE # 98001293

NAME: Richard Sleep III ADDRESS: [REDACTED] ST. Aug. Fl

TELEPHONE # [REDACTED] D.O.B.: [REDACTED] OCCUPATION: _____

STATEMENT MADE AT: _____ HOUR: 3:55pm DATE: 02/24/98

STATEMENT MADE BY THE ABOVE NAMED PERSON

I was standing behind Great Lakes Dredge & Dock Co on Bulkhead when I saw the plane flying over the Marina approx. 200-300 feet high flying slow I heard a pop or backfire then he made a sharp left bank and then the crash

WITNESSED BY:

[REDACTED]

STATEMENT MADE BY:

[Signature]

GREY COVE SPRINGS POLICE DEPARTMENT
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CASE # 9800 1293

NAME: Hans Iwan

ADDRESS: [REDACTED] 40239
Düsseldorf

TELEPHONE # [REDACTED]

D.O.B.: [REDACTED]

OCCUPATION: retired

STATEMENT MADE AT: _____ HOUR: _____ DATE: _____

STATEMENT MADE BY THE ABOVE NAMED PERSON

I was standing on the deck of my boat when I heard the unusual loud engine noise. When I looked up I saw the plane very low flying above the trees. All of a sudden the noise stopped and the engine airplane was trying to turn round and go back to the airfield. Shortly after the turn the plane went down and hit the house-boat. I did not hear any explosion before the plane hit the house-boat.

WITNESSED BY:

[REDACTED]

STATEMENT MADE BY:

[REDACTED]
Hans Iwan

GREEN COVE SPRINGS POLICE DEPARTMENT
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CASE # 98001293

NAME: PAUL ALEXANDER ADDRESS: [REDACTED] JAX, FL 32210

TELEPHONE # [REDACTED] AGE: 59 OCCUPATION: MARINA MANAGER

STATEMENT MADE AT: 2.25 PM MARINA HOUR: 2.25 DATE: 2/19/98

STATEMENT MADE BY THE ABOVE NAMED PERSON

STANDING ON PORCH OF MARINA OFFICE AND OBSERVED
SINGLE ENGINE AIRCRAFT APPEAR TO STALL OUT ON
CLIMB OUT MADE A HARD LEFT TURN APPARENTLY
TRYING TO RECOVER AND DROVE INTO THE
ROOF OF THE HOUSE BARGE ON THE NORTH SIDE
& CENTER OF ROOF. IT DID NOT APPEAR THAT
ANYONE EJECTED FROM THE AIRCRAFT.

THE AIRCRAFT EXPLODED ON IMPACT.
THE NORTH WALL OF BUILDING WAS BLOWN
INTO THE WATER.

I CLEARED THE DOCK OF VEHICLES
AND PEOPLE IN PREPARATION OF EMERGENCY
VEHICLES.

WITNESSED BY:

STATEMENT MADE BY:

[Signature]
[REDACTED]

GREEN COVE SPRINGS POLICE DEPARTMENT
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CASE # 98001923

NAME: RICHARD SLEAP III ADDRESS: [REDACTED]

TELEPHONE # [REDACTED] D.O.B.: [REDACTED] OCCUPATION: LABORER

STATEMENT MADE AT: Green Cove MARINA HOUR: 14:15 DATE: 2-19-98

STATEMENT MADE BY THE ABOVE NAMED PERSON

SAW plane TAKE OFF FROM AIR FIELD
APPROX. 200 + 300 hundred FEET in AIR ABOVE MARINA
HEARD A POP OR BACK FIRE SAW plane TRYING
TO HEAD BACK TO AIR FIELD AND D.D NOSE DIVE
AT MARINA.

WITNESSED BY:
[REDACTED]

STATEMENT MADE BY:
Richard Slep

GREEN COVE SPRINGS POLICE DEPARTMENT
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CASE # 78001293

NAME: George H. Hartshorn ADDRESS: [REDACTED] Jay Fla 320

TELEPHONE # [REDACTED] D.O.B.: [REDACTED] OCCUPATION: Sailmaker Rigger

STATEMENT MADE AT: Green Cove Springs Marina HOUR: 210 DATE: 02/19/99

STATEMENT MADE BY THE ABOVE NAMED PERSON

Saw Airplane taking off low over trees,
herd a pop noise, then air plane tried
to make a flat left turn. air plane
appeared to stop in mid air, then nosed
over in a dive and impacted house boat.

WITNESSED BY:

[REDACTED]

STATEMENT MADE BY:

[REDACTED]

GREY COVE SPRINGS POLICE DEPARTMENT
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CASE # 98001293

NAME: Robert W Cep
Motel Phone

ADDRESS: [REDACTED]

TELEPHONE # _____

D.O.B.: _____

OCCUPATION: _____

STATEMENT MADE AT: MARINA

HOUR: 14:15

DATE: 2-19-98

STATEMENT MADE BY THE ABOVE NAMED PERSON

Saw plane Take OFF From Air Field
Attempt To Turn Around and Do nose Dive
in House Boat And Explode on Impact

WITNESSED BY:

[REDACTED]

STATEMENT MADE BY:

[REDACTED]

GREEN COVE SPRINGS POLICE DEPARTMENT
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CASE # 98001293

NAME: Robert D Gimmues ADDRESS: [REDACTED], 58 Aug. Fr

TELEPHONE # [REDACTED] D.O.B.: [REDACTED] OCCUPATION: RETIRED

STATEMENT MADE AT: Pier HOUR: 2:15 PM DATE: _____

STATEMENT MADE BY THE ABOVE NAMED PERSON

I WAS ON PIER BESIDE ALUMINUM LIGHT #190
I HEARD A SMALL AIRPLANE, LOOKED OVER TOWARDS
MOONY BROS AND SAW A PLANE WHICH APPARENTLY
HAD JUST TAKEN OFF FROM AIRPORT. THE
PLANE WAS VERY LOW MAYBE ONE AND ONE HALF
THE HEIGHT OF SAILBOAT MAST. - ALMOST INSTANTLY
PLANE MADE 90° TURN AND WAS HEADED STRAIGHT
TOWARDS ME. I WAS ABOUT READY TO START
RUNNING FURTHER OUT TOWARDS END OF PIER WHEN
THE PLANE DID ABOUT A 270° TURN BANKED
RADICALLY HEADED TOWARDS HOUSE BOAT, LOST LIFT
AND WENT STRAIGHT DOWN THRU ROOF OF HOUSE.
THE EXPLOSION WAS INSTANTANEOUS. AT NO TIME
DID ENGINE STOP. IT WAS DEFINATELY RUNNING OR HE
WOULD NOT HAVE BEEN ABLE TO TURN HE WOULD HAVE
HIT ME. AS PLANE WAS HEADED STRAIGHT TOWARDS ME

WITNESSED BY: [REDACTED]

STATEMENT MADE BY: [REDACTED]

GREY COVE SPRINGS POLICE DEPARTMENT
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CASE # 98001293

NAME: Lawrence Dales ADDRESS: [REDACTED]

TELEPHONE # [REDACTED] D.O.B.: _____ OCCUPATION: Shipyard Foreman

STATEMENT MADE AT: _____ HOUR: _____ DATE: _____

STATEMENT MADE BY THE ABOVE NAMED PERSON

seen the plane roll to the left,
came down nose first in to the roof
of the house, looked like the engine
wasn't running coming down. I was
standing on the outside of my two story
office at Moody's Shipyard at the
drydock. Was on fire as soon as
it hit

WITNESSED BY:

Lawrence Dales

STATEMENT MADE BY:

GREEN COVE SPRINGS POLICE DEPARTMENT
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CASE # 98001293

NAME: GERALD ZELCIAK ADDRESS: [REDACTED] GREENCOVE SPRING

TELEPHONE # [REDACTED] D.O.B.: [REDACTED] OCCUPATION: FOREMAN

STATEMENT MADE AT: _____ HOUR: 3:55 DATE: 2-11-98

STATEMENT MADE BY THE ABOVE NAMED PERSON

STANDING BEHIND WAREHOUSE. HEARD A POPPING SOUND
TURNED AROUND AND SAW PLANE STARTING TO TURN.
WHEN HIS MOTOR STOPPED AND HE WENT INTO A DIVE
AND CRASHED

WITNESSED BY:

STATEMENT MADE BY:

[REDACTED]
Gerald C. Zelciak

GREEN COVE SPRINGS POLICE DEPARTMENT
STATEMENT FORM

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CASE # 98001293

NAME: John J. Hall

ADDRESS: [REDACTED]

TELEPHONE #

AGE:

OCCUPATION:

Gen Mgr. Mohr Marine, Inc

STATEMENT MADE AT:

Green Cove Springs

HOOR: 14:25

DATE: 2-19-98

STATEMENT MADE BY THE ABOVE NAMED PERSON

While standing outside my office at Mohr Marine, Inc. on 2-19-98 at app 13:55 I, Max Moody IV, and Charles Broussard noticed the small airplane that had just departed Reynolds Airpark. The engine on the plane stopped producing power at about 200 ft A.G.L. while the plane was climbing straight out. I made the comment to Max and Charlie at that time that the engine had quit. The pilot ~~try~~ tried to turn back to the airfield. He ~~made~~ dropped the nose slightly and started a left turn. The angle of bank increased to app 60-70° when the wing stalled, the nose fell and the plane fell to the ground landing on top of Bob Peters houseboat. The plane exploded on impact.

WITNESSED BY:

STATEMENT MADE BY:

[Signature]

GREEN COVE SPRINGS POLICE DEPARTMENT
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CASE # 98001293

NAME: DAVID S. FORD ADDRESS: [REDACTED] GCS FL

TELEPHONE # [REDACTED] DOB [REDACTED] AGE: 48 OCCUPATION: RETIRED

STATEMENT MADE AT: PIER 12 GCS MARINA HOUR: 254pm DATE: 02/19/98

STATEMENT MADE BY THE ABOVE NAMED PERSON

At 1345 HRS, 2-19-98 I was sitting on pier 12. I heard the plane taking off. I looked up and saw it was flying in a north-easterly direction over MOBRO MARINE. As it approached the southwest end of pier 12 it sounded as though the engine quit. It then banked sharply to the left flew in between piers 12 & 11 and nosed down directly into the roof of the floating house. It appeared that the propeller was still turning but there was no engine noise. The plane exploded as soon as it hit the house. I started to approach, but saw propane tanks and retreated further down the pier. It was obvious there could be no survivor(s) in ~~my~~ either the house or the plane. The marina employees kept everyone away from the north side.

A tug from MOBRO MARINE came around and sprayed a fire hose until the fire department arrived.

WITNESSED BY: [Signature] # 385

STATEMENT MADE BY: [Signature]

GREEN COVE SPRINGS POLICE DEPARTMENT
STATEMENT FORM

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CASE # 9809293

NAME: Charles Carroll
USAF RETIRED

ADDRESS: [REDACTED]
GREEN COVE SPRINGS MARINA

TELEPHONE # [REDACTED] D.O.B.: [REDACTED]

OCCUPATION: USAF RETIRED

STATEMENT MADE AT: _____ HOUR: _____ DATE: _____

STATEMENT MADE BY THE ABOVE NAMED PERSON

APPROX

1400HRS 2/19/1998. I was standing at the dock on my boat when I saw a slender grey aircraft with up turned wing tips apparently taking off from the local airport. The climb path seemed normal about 800 ft/min climb - There was no landing gear visible. About over the shore near the Tug Boat facility, the aircraft faltered, the engine noise decreased, and the aircraft began a nose down left turn toward me. (altitude at this point seemed less than 300 ft). Next, the rate of left turn increased and altitude ^{partly} leveled off. At this point the aircraft was headed back towards the shore line. Next the aircraft fell rapidly as though falling from a stall turn. The aircraft and house boat exploded immediately upon impact.

WITNESSED BY: [REDACTED]

STATEMENT MADE BY: [REDACTED]
USAF PILOT Retired