

Sullivan PAM

From: [REDACTED]
Sent: Wednesday, March 11, 2015 8:17 AM
To: Sullivan PAM
Subject: FW: 3-6-15 Incident in Tulsa, Ok

Todd A. Evans
Aviation Safety Inspector
ASW-FSDO-15
[REDACTED]

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From: Wes Lester [REDACTED]
Sent: Tuesday, March 10, 2015 4:35 PM
To: Evans, Todd A (FAA)
Subject: 3-6-15 Incident in Tulsa, Ok

Mr. Evans,

Good afternoon. My name is Wesley Lester, the passenger of the Funk b85c that was involved in the aircraft incident on March 6, 2015.

We departed KRVS airport on Friday around 10:20 am. We followed the Arkansas River to a friend's grass strip where we did a few orbits overhead to look at it. After departing the friend's house, we proceeded to Haskell to try some landings on the narrow runway. When we were approaching the runway we noted the strong crosswind and decided to just do a low approach. We did a total of two low approaches and departed the pattern to the northwest. Alex climbed to KRVS pattern altitude, somewhere around 1700 MSL and headed toward the airport. We got the current ATIS information and tuned in the tower frequency. While waiting to get in on the tower frequency, Alex noticed a slight jerk forward, most likely due to unstable air or wind. He commented that something was wrong and that is when I noticed he was holding full aft stick and the aircraft was still nosing down towards the ground. Alex then maneuvered the aircraft away from some irrigation devices and headed for the sod field below us. Shortly after we impacted the ground and came to rest upside down in the field. We verbalized with each other that we were ok and exited the aircraft immediately. The time of the accident was approximately 11:10 am. I walked to the nearby sod business and borrowed a gentleman's phone in order to call my phone which was lost. I then called 911 from my cell phone will Alex notified the NTSB and FSDO. Shortly after, the local sheriff and highway patrol arrived.

Thank you,

Wes