



RECORD OF CONVERSATION

Timothy N. Sorensen
Aviation Accident Investigator
Central Region

Date: October 1, 2015
Person Contacted: Jason Poindexter
NTSB Accident Number: CEN15FA427 – Lexington, Texas

Narrative:

Mr. Poindexter reported that he was on-board the initial portion of the accident flight. He was one of the skydivers on the flight and served as the videographer. He recorded the tandem jump of an instructor and first-time skydiver. He noted that they departed at or a little after 1800. The initial portion of the flight was "routine." They jumped from directly over the drop site at 10,000 feet agl. After exiting the airplane, he recorded the tandem skydivers as planned and landed without incident.

Mr. Poindexter noted that after landing he observed the accident airplane fly northbound over the runway about 50 feet agl. When the airplane reached the north end of the runway, it pitched up about 45 degrees. Once the airplane had gained about 200 feet of altitude, it entered a left 45-degree banked turn. When the airplane had completed about 90 degrees of the turn, to about a west heading, the nose dropped and it "immediately dove." The airplane subsequently entered a left spin, rotating about 180 degrees before impacting the ground on an east heading. He estimated that 1-1/2 to 2 seconds elapsed from the time the nose dropped until the airplane impacted the ground.

Mr. Poindexter added that he was on the final two flights of the day, including the accident flight. He did not perceive any anomalies with the airplane or the pilot. He noted that they had been taking off to the south all day. However, the pilot preferred to land to the north because there were no obstructions when approaching the runway from the south. He assumed that the pilot had been landing to the north due to the light winds, but he wasn't certain about that point.

Mr. Poindexter was only at the airport on weekends. During his previous times at the airport, he had observed the accident pilot execute some "strange, interesting" landings. These included wingover maneuvers, S-turns on final approach, and short landings. He recalled thinking during the low pass over the runway immediately before the accident that the airspeed seemed to be slower than what he had observed on previous low passes. He thought that the pilot was going to maybe try something different. He added that during the previous wingover maneuver before landing, the pilot had been south of the runway and turned around to land to the north.

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Poindexter (October 1, 2015)

Mr. Poindexter recalled the weather conditions at the time of the accident as hazy, with a few high clouds at between 5,000 and 6,000 feet. There was little or no wind, 3 or 4 knots, and no wind gusts. There was also no precipitation at that time.

----- End of entries -----

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Aviation Accident Investigator
Central Region

Date: October 5, 2015
Person Contacted: Garrett Kubacki
NTSB Accident Number: CEN15FA427 – Lexington, Texas

Narrative:

Mr. Kubacki reported that the takeoff at the beginning of the accident flight was normal. The wind was from the north and the pilot departed to the south, which was downwind. The climb to altitude was “not noteworthy at all;” nothing seemed out of the ordinary. The skydivers jumped from 10,000 feet. He did not observe the jump airplane after he exited the airplane until he observed it at the accident site after it had crashed.

Mr. Kubacki noted that the airplane was refueled immediately before the accident flight. He was not certain exactly how much fuel was added, but 25 gallons was the routine. This provided about 1-1/2 hours of flight time with a 30 minute reserve, which would normally cover 3 jump flights. He commented that they had started about 10:00 or 11:00 that morning, and had been skydiving for most of the day. He estimated about 10 or 11 airplane loads of skydivers during that timeframe.

Mr. Kubacki commented that he thought the accident pilot was a “skilled pilot.” Mr. Kubacki added that he had felt safe when flying with the accident pilot, more so than other pilots he had flown with in the past.

Mr. Kubacki recalled weather conditions at the time of the accident as clear with a light wind from the north of 7 to 10 mph, with occasional gusts to 15 mph. He added that it was cool the night before and had been hot that day. He had encountered some downdrafts near the ground most of the day.

----- End of entries -----



RECORD OF CONVERSATION

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Central Region

Date: October 6, 2015
Person Contacted: Joseph Kubacki
NTSB Accident Number: CEN15FA427 – Lexington, Texas

Narrative:

Mr. Kubacki reported that the accident occurred on the last or second to last flight of the day. After the skydivers had landed, the jump airplane approached the runway and appeared to be in a position to land. However, as the airplane neared the runway, it leveled off about 100 feet above the ground and overflew the runway. The airplane crossed over approximately perpendicular to Highway 696; the main road passing the airport. Shortly after crossing the road, he observed the airplane enter a left turn, expecting it to complete the turn and return for a landing. However, before it completed the turn, the airplane seemed to lose its momentum and the nose dropped abruptly.

Mr. Kubacki commented that the previous skydive flights appeared routine. The skydivers would land and the jump airplane would return for another load of skydivers. He had completed a parachute jump the previous day. Other than a flat tire, which was repaired, the airplane didn't seem to have any problems.

Mr. Kubacki noted that the accident pilot seemed like a "good guy" and described him as "jovial." He did not observe any behavior from the accident pilot that gave him any cause for concern.

Mr. Kubacki recalled that it was a nice day, with warm temperatures and no precipitation. He was not sure about the wind condition at the time of the accident.

----- End of entries -----



RECORD OF CONVERSATION

Timothy N. Sorensen
Aviation Accident Investigator
Central Region

Date: September 28, 2015
Person Contacted: Stephen Christian
NTSB Accident Number: CEN15FA427 – Lexington, Texas

Narrative:

Mr. Christian reported that he was on the back porch of his home at the time of the accident. He recalled initially hearing the airplane for 5 to 10 seconds before seeing it. He added that it approached from the north and sounded “loud,” which drew his attention. He noted that the engine “sounded like it was at full throttle” as if the pilot was attempting to recovery from the dive. He added that the airplanes are normally quieter when coming over his house to land.

His view of the airplane was initially obscured by the house roof and the trees. Once he saw the airplane it was nose down, descending toward a wooded area behind his home. He noted that the airplane appeared to be intact, with both wings and the tail visible. The airplane subsequently impacted the trees. He responded to the accident site.

Mr. Christian recalled that there was a high, thin cloud layer at the time, with a light wind from the west.

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