

INSPECTOR STATEMENT

March 2, 2016

I, Kyle Bryant, do hereby state the following, which pertains to

Date: 3/2/16

Witness: Kathleen Spahr

Interviewer: Kyle Bryant

Time: 10:30 MST

Location: UNM Hospital Tower 4S

Phone #: Unknown

Email: [REDACTED]

Statement: Kathleen stated she was a little groggy from the morphine she was taking for pain, but she seemed otherwise focused, alert and competent. Kathleen said she landed at the LVS airport after completing the first leg of their 2-leg flight from SWT to GYR with a stop in LVS. She remarked about poor service, no running water, and no working indoor restrooms at the FBO in LVS. Kathleen stated that she pulled up to the self-service pumps for fuel while her passengers de-planed. Kathleen stated that she landed at LVS with 12 gallons of fuel (exceeds the 30 minute fuel minimum required for her aircraft) and proceeded to add 52 gallons of fuel, 26 gallons per side, enough to complete her trip. She said she paid with her credit card but the pump did not print out a fuel receipt. Kathleen said she boarded the aircraft with her passenger, briefed them for the flight, and did her normal take-off checks. She said that after their departure everything seemed normal. After about 1 hour in cruise flight at an altitude of 13,000', the engine suddenly started sputtering and lost power. She said her power setting was at 63% in cruise, but suddenly dropped to 25%. Kathleen said she tried re-starting the engine without success. She then informed ATC that she would be deploying the CAPS system on the aircraft. Kathleen further stated that upon impact with the ground in an upright position, the wind took control of the parachute which in turn flipped the aircraft over onto its back. She stated that both side doors were jammed so a rear-seated passenger used the plastic hammer to break out the rear window, of which all 4 occupants exited the aircraft, called 911, and waiting for help. Kathleen stated that a stream of liquid was running down one of the side windows while the aircraft was upside down.

I am an Operations Aviation Safety Inspector stationed at the Albuquerque Flight Standards District Office (FSDO). The above statement is true and correct.

Signed on March 2, 2016

Kyle Bryant

Aviation Safety Inspector

INSPECTOR STATEMENT

March 2, 2016

I, Kyle Bryant, do hereby state the following, which pertains to

Date: 3/2/16

Witness: Linnie Miller

Interviewer: Kyle Bryant

Time: 15:44 MST

Location: Phone Conversation

Phone #: [REDACTED]

Email: [REDACTED]

Statement: Linnie returned my phone call at 15:34 pm MST. She was en-route back to her home in Nebraska via a passenger vehicle. After first asking how she was feeling, she said she was very sore. She stated that Kathleen seemed awake and alert the entire day. Linnie stated that upon landing at LVS for fuel, she exited the aircraft and went into the FBO for a restroom break and refreshments. She said that the aircraft was parked at the self-serve pumps and that Kathleen was going to pump the fuel herself. Linnie stated that she did not witness Kathleen pumping the fuel, nor did she notice with certainty if anyone was assisting Kathleen. Linnie stated that after the rest period and fueling was complete, all four women boarded the aircraft. It was on this leg that Linnie sat in the front right seat for the first time. Linnie stated that Kathleen gave everyone another briefing as to what to do if the pilot was unable to help them in an emergency. Linnie said that Kathleen used check-lists and the take-off seemed normal. About 1 hour into the flight the engine began to run rough. She stated that Kathleen attempted to restart the engine but was unsuccessful. Linnie said that Kathleen notified "the people" on the radio, then deployed the CAPS. Linnie noted that the aircraft hit the ground hard, but right-side up. At that time Kathleen attempted to call 911 with her cell phone. One lady suggested that they exit the aircraft. The decision was made to stay on board, but within about 1 minute after touchdown the wind picked up the parachute, which flipped the aircraft over nose first onto its back. All four people on board had to exit the aircraft through a rear window which was broken by a rear-seated passenger with the plastic egress hammer. She stated that everyone waited by the aircraft until help arrived. Linnie stated that she would be willing to e-mail me a written statement about the accident.

I am an Operations Aviation Safety Inspector stationed at the Albuquerque Flight Standards District Office (FSDO). The above statement is true and correct.

Signed on March 2, 2016

Kyle Bryant

Aviation Safety Inspector

INSPECTOR STATEMENT

March 2, 2016

I, David A. Jones, do hereby state the following, which pertains to

Date: 3/2/16

Witness: Jim Spahr

Interviewer: David Jones

Time: 2:00 MST

Location: Phone Call

Phone #: [REDACTED]
[REDACTED]

Statement: Inspector Kyle Bryant informed me that there was only one credit card transaction for fueling at Las Vegas, NM on 2/29/16. He requested that I contact Kathleen Spahr to confirm if the last 4 digits of the credit card matched the only transaction for fuel in Las Vegas, NM on 2/29/16. I was able to confirm with Jim Spahr that his wife's credit card number matched with the credit card number that purchased the fuel on 2/29/16.

I am an Operations Aviation Safety Inspector stationed at the Albuquerque Flight Standards District Office (FSDO). The above statement is true and correct.

Signed on March 3, 2016

David A. Jones

Aviation Safety Inspector

INSPECTOR STATEMENT

March 2, 2016

I, David A. Jones, do hereby state the following, which pertains to

Date: 3/2/16

Witness: Kathleen Spahr

Interviewer: David Jones

Time: 2:45 MST

Location: Phone Call

Phone #: [REDACTED]

Email: [REDACTED]

Statement: Kathleen called and started the conversation off with the following statement; "I know what happened". She said that because there were four people in the plane she could only take a certain amount of fuel. She stated that she only wanted to take on 24 gallons. She stated that she had one of her passengers read the fuel meter while she pumped the gas. She then said that the gal who read the fuel meter did not read it right and that she did not have enough fuel to make the trip. I thanked her for informing me regarding the details of the fueling and then began to counsel her on the importance of checklist usage and verifying the fuel during the exterior and interior preflight checklist. I then explained the FAA Compliance Philosophy and mentioned that remedial training might be in order as result of the accident.

I am an Operations Aviation Safety Inspector stationed at the Albuquerque Flight Standards District Office (FSDO). The above statement is true and correct.

Signed on March 3, 2016

David A. Jones

Aviation Safety Inspector

INSPECTOR STATEMENT

March 2, 2016

I, David A. Jones, do hereby state the following, which pertains to

Date: 3/2/16

Witness: Gayle Wrasse

Interviewer: David Jones

Time: 10:10 MST

Location: UNM Hospital Tower 45

Phone#: [REDACTED]

Email: [REDACTED]

Statement: Gayle stated that she incurred a broken collar bone on her left side as result of the accident. She said that all four occupants on the aircraft were sent to UNM hospital for various back injuries. She is acquainted with Kathleen because they are in a tap dancing group together. They planned this personal trip to Glendale Arizona a couple weeks prior to the accident and were going to relax at Kathleen's additional house in Phoenix. Over the weekend, prior to the accident Gayle was contacted by Kathleen to confirm an 8am departure out of Seward, Nebraska on 2/29/16. Gayle was sat behind Kathleen in the rear seat. They stopped in Las Vegas, NM and Gayle observed Kathleen fueling N2711M by using a self-serve fueling station. She stated that the airport attendant was not very helpful and was not present during the fueling. She said that Kathleen got fuel on her hands and that the attendant did not have a towel. Once back in the aircraft Kathleen briefed the passengers about the emergency equipment prior to departure. Approximately one hour into the flight at 1:27 MST the engine started sputtering. After about 2 minutes Kathleen deployed the parachute and the aircraft seemed to be pointed straight down to the terrain. Once the aircraft contacted the ground, Gayle indicated there was a very loud bang. Shortly after impact, a wind gust caused the parachute to flip the aircraft over. Gayle said that she smelled a burning smell and saw three streaks of clear fluid on the window while still sitting in the back seat. The other passenger (Linda Leffers) in the back seat used the crash ax to break the window in order to evacuate the aircraft. She estimated that the ambulance and helicopter did not arrive on scene until 2 hours after the accident.

I am an Operations Aviation Safety Inspector stationed at the Albuquerque Flight Standards District Office (FSDO). The above statement is true and correct.

Signed on March 2, 2016 

David A. Jones

Aviation Safety Inspector

Hatch Craig

Subject: FW: 2/29/16 Written Statement-Linda Leffers

From: Linda Leffers [REDACTED]
Sent: Friday, March 04, 2016 7:18 AM
To: Jones, David A (FAA)
Subject: Re: 2/29/16 Written Statement

I am very upset that the computer did not warn us with all kinds of bell and whistles at least 1/2 hour before we ran out of gas, instead of at the time we ran out of gas. That was to late.

Linda Leffers

On Mar 4, 2016 8:11 AM, "Linda Leffers" [REDACTED] wrote:

Sorry I hit send by accident.

Continue:

Lin was in front and may know more about what happened there. Kathy did go over emergency procedure at time.

We took off and all was well until the computer said something. A short time later the plane studded and Kathy said oh no what is this. She tried to adjust but engine stopped. Kathy said we are going down and looked for a clear Landing place and turn plane toward that area. She alerted traffic control told that we were going to open parachute and will crash land. They told her to drop to I think 11000 feet and open. She got ready and pulled.

We hit the ground shortly after that. Before we could get out the parachute filled with air and flipped us on our top. Kathy gave me a hammer and I broke the rear left window out, that took a long time. I crawled out, called 911 and walked around, no fire or gas, tried to open door, could not. Then I realized I needed to lay down. Linda M. Had gotten out, but Kathy and Gayle were still trapped. Linda was able to help the 2 get out but it a long time.

The rescue people arrived

Thank you to them.

Linda leffers

On Mar 4, 2016 7:46 AM, "Linda Leffers" [REDACTED] wrote:

I am of course not qualified in the aviation field except as a passenger. I can of course say that Kathy was very diligent, at the LAS Vegas airport. She spent the time there planning our route, figuring gas required and as I could see recording all.

She told me to help her read the gas pump, so we went out to the plane. The sun was bright and glaring on the pump face. Kathy said we need 50 gallons, 1/2 in each tank so let her know at 25 gallons. Gayle was also

helping us now. As 25 rolled around I yelled for kathy To stop. She proceeded to other wing. I called out to her that I didn't think that was enough time to pump 25 gallons. She said these pumps are not the same as car pumps. Kathy filled the other wing I yelled stop at 52 gallons. I was still not comfortable about the short filling time. It is obvious to me now I was not qualified to read the pump. I also think that I remember Gayle looking at the pump and yelling 52 gallons to kathy.

We all helped Kathy turn the plane. Gayle and I crawled into the back seat and Linda M. Hot into the passenger seat. Kathy was still outside the plane, must have been doing walk around, she did put something in the cargo. It was very windy.

Kathy got in (I think at that time) we taxied over to our runway. We were stopped there before takeoff. Gayle and I were talking, but I did notice Kathy did have here clipboard in hand. Lin was u

On Mar 3, 2016 9:53 AM, [REDACTED] wrote:

Linda:

I appreciated you taking time to speak with me yesterday afternoon regarding what you witnessed during the flight that you were on this past Monday. I am requesting that you provide me with an email explaining the events that occurred on 2/29/16.

Thank you for your willingness to provide a written statement.

Dave Jones
Principal Operations Inspector
ABQ FSDO
[REDACTED]

Any comments you may have on services provided are appreciated. Please provide feedback by visiting:
http://www.faa.gov/about/office_org/headquarters_offices/avs/stakeholder_feedback/afs/field/sf_fsdo/