



RECORD OF CONVERSATION

Jennifer Rodi
Air Safety Investigator
Central Region

Person Contacted: Shield 51
NTSB Accident Number: CEN18FA400

Narrative:

During the conversation, Shield 51 stated the following:

- Shield 51 intercepted the airplane about 19,000 ft at an airspeed of about 180 knots
- He stated that one person was on board the airplane, seated in the left seat with a hat and sunglasses on
- The pilot's head was tilted back and his mouth was wide open – there was no oxygen mask visible
- Shield 51 used flares and afterburner in attempt to get the pilot's attention with no response from the pilot and no change in the pilot's position or the course of the airplane
- He set up for an orbit around the airplane several times and was with the airplane for about an hour
- He stated that the airplane looked fine – there was no condensation on the window of the airplane, no trails or smoke from the airplane, and the strobe and position lights were on and normal
- The airplane remained wings level, at the same airspeed, and same altitude for the entire time
- Shield 51 stated that the weather was clear with unlimited visibility; there were a few clouds ahead and below their flight path



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Person Contacted: Shield 52
NTSB Accident Number: CEN18FA400

Narrative:

During the conversation, Shield 52 stated the following:

- Shield 52 received the authorization to intercept the airplane mid-afternoon and the following mission happened quickly and was standard to protocol
- The weather was nice, a few clouds, with no visibility issues, and no noticeable turbulence
- He characterized the airplane as a no-response airplane, off of its flight plan, heading south to southeast between 80 and 150 miles northeast of Houston
- He intercepted the airplane at 19,000 ft, on a heading of about 190° about 170 knots
- He stated that the heading, altitude, and airspeed never changed during his time following the airplane
- He stated that there was nothing noticeable or out of the ordinary with the airplane – no leaks, no smoke, and no apparent malfunction with the airplane
- The windows of the airplane were not iced or fogged over and were not visibly damaged
- He was able to look inside and see the cabin; the pilot was sitting upright, with his head back on the seat
- He was not able to maintain the same airspeed as the airplane so he circled several times and remained in trail for about 45 minutes before he had to return due to his fuel status
- He was close enough to make several different attempts including rocking his wings and expending flares to try and get the pilot's attention or get a response without success



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Person Contacted: Caesar One
NTSB Accident Number: CEN18FA400

Narrative:

During the conversation, Caesar One stated the following:

- His group received the notification that there was an airplane that was non-responsive
- About an hour later he was launched in his airplane to intercept the non-responsive airplane and was ordered to just follow the airplane
- He stated that the previous flight group of F-16s were responsible for the “head butt stuff”
- Once he intercepted the non-responsive airplane he followed it from behind for about an hour before he had to break off and return due to his fuel status
- During that hour the non-responsive airplane never changed airspeed, altitude, or entered a turn
- He stated the altitude was about 19,000 ft, the airspeed was about 150 knots, and the flight path was off towards the southeast
- The weather at that time was VFR at altitude. There was a solid overcast layer below about 3,000 ft
- He was 3 to 4 miles in trail and never was close enough to directly observe the pilot inside of the airplane
- His wingman flew to intercept with the non-responsive airplane after he broke off from following; however, his wingman was unable to acquire the airplane