

NATIONAL TRANSPORTATION SAFETY BOARD

DEPARTMENT OF TRANSPORTATION

WASHINGTON, D.C. 20591

STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

I. Place of accident T82 Date 11/18/19
 II. Aircraft _____ FAA Certificate No. _____
 III. What is your name Jason McDuffee Age 42
 IV. Address Amarillo, Tx
 V. Occupation Pilot By whom employed Self
 VI. Where were you at the time of the accident landing a Citation and later at my hotel.
 VII. Tell in your own words what you saw or heard before and at the time the accident occurred.

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(Signature)

I was flying the RNAV RWY 14 approach to Gillespie County T82 airport on 11/17/18 around 11:30AM in a Cessna Citation jet when I saw an aircraft on TCAS maneuvering at the Initial Approach fix UCITI at my same altitude of 4000 MSL. There was a scattered cloud layer that had recently become scattered from a broken layer so I could not see the aircraft at first. I then saw the aircraft was a P-51 and was performing aerobatics at the Initial Approach fix. He was performing steep wingovers with almost vertical climbs and vertical descents. I had to break off my approach slightly to prevent a collision. The P-51 was going through some of the clouds at times which made it difficult to watch and avoid. I thought this was reckless to be performing aerobatics on the approach path at approach altitudes and also not maintaining the legal cloud clearances where jets are flying approaches. I landed and unloaded my passengers and helped them on their way when I saw the P-51 now parked on the ramp. I walked over and took some pictures of it and at 11:53pm and texted my wife the pictures and told her that this P51 was flying recklessly when I was on approach and she texted back and said hopefully him seeing me gave him a "good little scare" to make him be more responsible. I called my wife on the phone and told her I am taking pictures because I don't expect this beautiful p51 to be around much longer when it is being operated like that and it's only a matter of time before it gets destroyed as I have seen this kind of activity many times before in the past followed soon later by an accident. I am on the FAA Safety Team so I almost walked up to the pilot to tell him that he was creating a hazard on the approach and ask if he ever saw me but I decided not to because every time I do the pilot usually is unkind toward me for saying anything. I had one just a month ago tell me I am banned from his airport for reporting a very dangerous activity to him and the FAA that was going on at his airport. I am expecting that guy to end up in an accident in the future.

I saw on the news a few hours later that the P-51 had been in an accident and my wife and I were not surprised as we both expected it to happen. Hope this adds some useful information in the accident investigation.