



MEMORANDUM OF CONVERSATION

Case number: CEN19LA054

Location: Ox Ranch Airport (01TX), 25 nm northwest of Uvalde, Texas

Accident Date: January 12, 2019

Aircraft Involved: Canadair CL-600-2A12, N813WT

Subject: Interview with Mr. Christopher Tyson, representative for the Ox Ranch Airport on January 12, 2019

Mr. Tyson reported that the airplane was landing on runway 35. There were two crew, one flight attendant, and six passengers on board. The airplane came in to the runway and hit hard. He said either a tire popped or the gear tore off. About 1/3 of the way down the runway, the airplane slid off the right side, went through a ditch, and a fence, and then came to a stop. Mr. Tyson said the fence stopped the airplane. He said there was damage to the wings, the landing gear, and the airplane's tail. He said the airplane is off and well clear of the runway. He also said a landing gear was missing.

Mr. Tyson reported the flight was a charter. The airplane was operated by WZ Management, LLC.

As taken by:



DR. DAVID BOWLING

Regional Chief, Senior Air Safety Investigator-in-Charge

National Transportation Safety Board

Office of Aviation, Central Region



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Subject: Interview with Mr. Richard Ball, Lone Star Retrieval, on January 31, 2019

Mr. Ball conducted the recovery of the airplane from 01TX and took it to Air Salvage of Dallas, Lancaster, Texas. Mr. Ball said that the right main landing gear was being held to the wing by the side stay actuator. He said it was the only thing holding it on.

Mr. Ball said the airplane was full of fuel. He said there were 1,350 gallons of fuel on board, which took his team three days to defuel. He said that the pilot put on 1,500 gallons at Addison, Texas, where he took off from.

Mr. Ball said the right landing gear leg door drug along the ground and cut into the asphalt. The right inboard flap drug across the ground also. Mr. Ball said the airplane hit the ground hard, right wing low. A passenger who had been on board the airplane told him that it was the hardest landing he had ever had.

Mr. Ball told me he took photos of the airplane at the accident site before beginning its recovery. He also secured the Cockpit Voice Recorder (CVR), which I will make arrangements to have shipped to the NTSB Vehicle Recorders Laboratory in Washington, DC.

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Subject: Interview with Mr. Jarrett Dorough, Insurance Adjuster for Kern, Wooley, and Brown Insurance, and insurance contact for N813WT, on April 1, 2019

Mr. Dorough informed me that the airplane's Director of Maintenance, Mr. Steven Bonesteel, had in his possession, 2 pallets of logbooks for the airplane. He said that his company is Bonesteel Aviation, Incorporated, and is located on the Addison Airport. He also provided me with his contact information.

Mr. Dorough reported that this was the first time this pilot had flown into the Ox Ranch Airport. He said the pilot landed heavy as he had taken on fuel before he took off. Mr. Dorough said it was "ungodly" windy that day, especially in the Dallas area.

Mr. Dorough said that from his conversation with Richard Ball, who was recovering the airplane from the Ox Ranch, that the airplane landed "insanely" hard. He said the first officer (copilot) was not qualified in the airplane. They were conducting a single-pilot operation on a windy day.

Mr. Dorough said that the flight attendant on board was also a flight attendant for American Airlines. According to her statement to Mr. Dorough, she got tossed around pretty good.

Mr. Dorough informed me that the perimeter fence on the airport had been repaired. There were lights that had to be repaired. The airport did not put in a claim for damage to the runway, though according to Richard Ball, there were gouges in the asphalt.

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Subject: Interview with Mr. Joe Gregor, Vehicle Recorders Laboratory Specialist, NTSB Vehicle Recorders Laboratory, on April 1, 2019

Mr. Gregor said they began their audition of the airplane's Cockpit Voice Recorder and found the tape broken inside. The accident flight was not on the tape. He said that he'd write a no-data e-mail summary of their examination for me.

As taken by:

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