

N969JM PASSENGER INTERVIEW

N969JM accident passenger interview
2019-11-25

Conducted a telephone interview with [REDACTED] on November 25th. [REDACTED] is an employee of the aircraft owner's company and has been taking flight training from the PIC [REDACTED]. [REDACTED] states [REDACTED] picked up the aircraft in Dallas (DAL) and flew to Terrell (TRL) airport to pick him up. Their intent was to fly to Gladewater (07F) to drop off a headset. No formal training was intended at that time. [REDACTED] flew PIC in the left seat.

On climb out from Terrell at between 2000 and 3000 feet AGL the engine began running rough. The engine number 5 cylinder spiked on the MFD indicator red and then dropped. The engine then ran normal. Approximately halfway to gladewater the engine began running very rough. They talked to ATC Center about diversion options and were instructed to divert to wills point (76F). However as they were in IMC conditions they had no approaches so requested a diversion to Tyler (TYR). Approximately 7 minutes out of Tyler the engine began running extremely rough and would not maintain power. They could not maintain altitude. They finally popped out of the clouds at between 1000 and 1100 foot AGL. (the tops were approximately 2800 ft AGL).

[REDACTED] told the PIC about a clear field off to the right and they initiated a wide turn to prepare to deploy the recovery chute as the aircraft could not maintain altitude. They deployed the chute and almost immediately hit the ground. Impact with the ground rendered the PIC unconscious. [REDACTED] pulled the PIC out of the aircraft and laid him on the ground. The impact broke the left wing off the aircraft and fuel was pouring out. Not too long after they cleared the aircraft the wind gusted and caught the recovery parachute and dragged the aircraft off approximately one-quarter mile into a tree line.

Additional information. The aircraft Burns approximately 30 gallons per hour fuel flow. they only had approximately 28.5 in of manifold pressure. The oil pressure was on the red/yellow threshold.

IMC conditions with no diversion possible without an approach. To his knowledge no walk around was conducted on the aircraft at Terrell. Terrell weather reported 1400 foot ceilings. The weather source use the radio and for flight.

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2019-12-05

N969JM accident PIC telephone interview

This interview was conducted on or around Thursday December 5th. The accident occurred on or about November 22nd. The delay in the interview was to allow the pilot time to recuperate from injuries received in the accident. Injuries included broken foot, cuts and bruising, and a light concussion.

PIC name is [REDACTED]. A [REDACTED] was a passenger on this flight. [REDACTED] has taken flight training from Mr. Pace but on this leg of the flight no formal training was planned. [REDACTED] was flying left seat.

Mr Pace stated he did a pre-flight on the aircraft at Dallas Love Field DAL and added one quart of oil to result in a full 6.5 capacity. He did a thorough pre-flight at Love Field. He flew to Terrell TRL and landed no issue to pick up [REDACTED] with the intent to fly to gladewater 07F and drop off a headset.

On climb out they reached approximately 3000 ft AGL. After flying approximately 2 minutes at this altitude they noticed the engine shake. The PIC selected the engine page on the MFD and it appeared normal with no other indications. Approximately one and a half to two minutes later the number 5 cylinder went to RED and the manifold pressure dropped to 28.5. note the aircraft was previously adjusted to Colorado pressures of 37.5. Dallas ATC wanted to divert to Longview GGG but they were having problems maintaining altitude. The engine started to smooth out and the aircraft climbed approximately 200 ft they contacted Longview and the aircraft started to run rough again. At this time they declared an emergency with the intent to divert to Tyler TYR as they were IMC and losing altitude. They had to divert around towers in the area and there were getting TAWS alerts. They informed ATC of the intention to deploy the recovery chute if they got below 1000 ft AGL. They were in the soup around 1450 MSL indicated. All he could see below were trees with spotty vision. That came out of the clouds approximately 1200 foot and saw a field off to the right they got a stall warning so he's selected hi boost but no help. He lowered the nose slightly to get more air speed and pulled the chute handle. The aircraft pitched down and to the right. The seatbelt inertia reel did not catch the PIC which caused him to rise up out of his seat rapidly and hit the dash and he was knocked unconscious. he had not heard any of thousand foot or 500-foot warnings. He estimated he pulled the chute around 550 to 560 ft AGL.

Question did you notice what the oil pressure was doing. Answer as I'm telling Longview that he intended to pull the chute if below 1000 foot is when he noticed the oil pressure had plummeted.

Question was the freon air conditioning system on or off at the time. Answer the system was worked on by centennial service center in Denver and was deactivated (undetermined how) as a part was not available. No indication in the aircraft of any placard in.

2019-12-12 - Review of the invoiced discrepancies from Arapahoe Aero [REDACTED]
[REDACTED], [REDACTED] Englewood, CO 80112 [REDACTED] states on Discrepancy

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7 "Problem: Air conditioning drive is worn, belt is damaged. Action Taken: Drive shaft bearing is worn. Removed drive shaft. Replacement part on order."

It is possible the damage to the turbo charger waste gate control valve oil line was caused by the discrepant belt. No mention on whether the line was evaluated for serviceability. Needs determined if removal of the drive shaft affects oil containment.