



RECORD OF CONVERSATION

Shaun Williams
Senior Aviation Accident Investigator
Central Region

Date: December 9, 2019
Person Contacted: Glen Pace
NTSB Accident Number: CEN20LA020

Narrative:

On November 22, 2019, about 1338 central standard time, a Cirrus SR-22 airplane, N969JM, was substantially damaged when it was involved in an accident near Tyler, Texas. Mr. Pace was the pilot in command at the time of the accident.

On December 4, 2019, Ms. Pace was contacted for an interview and relayed the following information.

About two minutes after leveling off at his cruise altitude of 3,000 ft above mean sea level (MSL), the engine “shook real good” and was followed by a “big vibration.” He switched his multifunction display (MFD) to the engine parameter page and everything appeared normal. About two minutes later, the depiction of the number 5 engine cylinder went red. He immediately checked the manifold pressure and it was reading 28.5 inches, which according to him was about 2/3 full power. He then reported the engine problem to air traffic control (ATC) and told them of his intentions to divert. He was unable to maintain altitude and began descending. Shortly thereafter, the engine appeared to smooth out and he was able to climb about 200 ft per minute (fpm) before the shaking returned. The pilot said at this point, he declared an emergency with ATC and advised them of his intention to deploy the CAPS when he reached 1,000 ft msl. He came out of the clouds about 1,200 ft and saw a field to his right. He then turned that direction, and tried to utilize the high boost fuel pump, to no avail. He stated that he then lowered the nose of the airplane and deployed the parachute when the airplane was between 550 ft and 650 ft. He said while the passenger’s inertial reel seatbelt held the passenger in place, his seatbelt did not and his head impacted the instrument panel causing a loss of consciousness. He regained consciousness when the paramedics were treating him after he had been extracted from the airplane.

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Date: March 17, 2021
Person Contacted: Glen Pace
NTSB Accident Number: CEN20LA020

Narrative:

On November 22, 2019, about 1338 central standard time, a Cirrus SR-22 airplane, N969JM, was substantially damaged when it was involved in an accident near Tyler, Texas. Mr. Pace was the pilot in command at the time of the accident.

On March 16, 2021, Ms. Pace was contacted to inquire as to his engine leaning procedure. He stated that he had in excess of 4,000 hours total flight time in Cirrus aircraft alone and over 29,000 total flight hours. When leaning the accident airplane, he said that he would lean "to the blue line" on the fuel flow gauges.

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