

From: [Thomason, Robert \(FAA\)](#)
To: [Baker Daniel](#)
Subject: FW: Witness to midair collision, San Marcos
Date: Wednesday, September 30, 2020 12:34:52 PM

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Statement

From: Christopher Noftsger [REDACTED]
Sent: Friday, September 25, 2020 10:12 PM
To: Thomason, Robert (FAA) [REDACTED]
Subject: Witness to midair collision, San Marcos

Hey Robert,

My name is Christopher Noftsger, I am a CFI based out of San Marcos(KHYI). I reached out to you earlier today about the collision that occurred the evening of September 25th, 2020.

The collision was sometime Between 19:00 and 19:30 after Tower closed for the evening. During the incident my student Brian Hutmacher and I were in N30LU approximately 3nm behind N108VK and N540LK when they collided. At the time of the collision we were on final following the flow of traffic, at the time we only had visual on one aircraft. I briefly was looking at the gauges to assure my student was at an appropriate airspeed at which time we heard 0LK call that they were on a 1mile final and the 8VK immediately followed that with '0.8mile final'. Shortly after that my student informed me he just saw the plane ahead of us flip over and hit the ground. Before the collision 0LK was flying an irregular pattern in which he almost collided with us on downwind during his "right 360", we switched to slow flight to avoid colliding with him in which he exited the turn early at approximately 300° and at high speed cutting across downwind and final in which another aircraft asked if he was exiting the pattern, then 0LK proceeded to do another right loop south west of pattern and rejoined on final. Because of his unusual pattern I decided to extend our downwind to keep distance from 0LK.

If any further information is needed, feel free to contact me at [REDACTED], this email, or my other email [REDACTED]

My regards

- Christopher Noftsger

From: [Thomason, Robert \(FAA\)](#)
To: [Baker Daniel](#)
Subject: FW: KHYI San Marcos Accident 9/24/2020
Date: Wednesday, September 30, 2020 12:40:57 PM

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

[Another witness](#)

From: Michael Hennessey [REDACTED] >
Sent: Friday, September 25, 2020 12:39 PM
To: Thomason, Robert (FAA) [REDACTED]
Subject: KHYI San Marcos Accident 9/24/2020

My testimony is as follows:

Approximately 3-5 minutes prior to the crash I had seen both aircraft on the left downwind leg of runway 8. The white C-172 was in the lead while the taildragger was behind. The 2 aircraft were abnormally close to each other, close enough for me to point up to them and tell my colleague to look at how close they were. I didn't think anything of it, in fact, I thought that the tower was still open, so I was more concerned of what the tower had them doing at the moment. Little did I know that the tower had closed 20 minutes prior. After both aircraft had disappeared behind the hangar, I resumed my conversation with my colleague until shortly after I saw smoke billowing from behind the hangar doors. It was at that time I walked around the building to see one aircraft in flames.

Recap: I had been standing about 1/3 of the way down runway 8, when I looked up to see the profile view of both aircraft on downwind. It appeared that the taildragger was gaining slightly on the C-172. Obviously, they were both heading west, directly into the sun, which I am sure did not help anyone's case while trying to find other aircraft in the pattern, especially when looking further downwind into the sun.

Please feel free to contact me with questions.

-Michael P Hennessey
Mobile [REDACTED]