

Williams Shaun

From: Ty Barringer <[REDACTED]>
Sent: Wednesday, November 18, 2020 12:25 PM
To: Williams Shaun
Subject: Re: Rockwall f46 accident

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I had just done a touch and go on 17 and saw an aircraft on adsb approx 2 miles NW of the airport, indicating 2000 MSL and he looked to be paralleling the airport southbound, and descending. It looked like he may have been entering the left (incorrect) downwind for 35 so I monitored the aircraft on our traffic screen. I made multiple calls for runway 17 (crosswind, downwind etc) and there was also a helicopter performing hover work on 17 making calls as well, and did not hear any calls from the apparent inbound aircraft who at this point appeared to have turned left base for 35, I made a call on CTAF advising 17 was in use, no response. I continued downwind and was able to look out the left rear window and saw the aircraft on short final and made a call advising rockwall traffic an aircraft not making radio calls was on short final 35. I continued my downwind waiting for the landing aircraft to clear. I watched him come into ground effect (maybe 5-10 feet off the ground, hard to tell from in the air) what looked like relatively fast, I'm guessing due partially to the tailwind as they were landing opposite runway. If I had to estimate a touchdown point it looked like maybe halfway down the runway, they continued to roll relatively fast, and looked to be still on or very near the ground passing the numbers 17 near the north end of the threshold, and seemed to be barely airborne as they were nearing the powerlines. From my position, 2 miles or so NE of the airport it almost appeared as if they were trying to go under the power lines until I saw the aircraft apparently clip the power lines and tumble to the right down into a field. The helicopter on the ground then made a call that the aircraft had crashed at rockwall, I tuned into 121.5 and could hear the ELT going off, and made a radio call advising anyone listening to guard that there was a crash, I didn't hear a response for a minute or two. I then departed the area.

I hope that is helpful, let me know if you need anything else!

Regards,

Ty Barringer.

On Wed, Nov 18, 2020 at 9:00 AM Williams Shaun <[REDACTED]> wrote:

Thanks for reaching out Ty. I could really use a statement as to what you saw, heard or didn't hear. If you have an estimation of touchdown point, that would be helpful as well.

Shaun Williams

Senior Aviation Accident Investigator

National Transportation Safety Board

4760 Oakland Street, Suite 500

Denver, CO 80239



NTSB RECORD OF CONVERSATION

Investigator name: Shaun Williams
Mode: Senior Aviation Accident Investigator
Region: Central

Date: November 18, 2020
Person Contacted: Timothy Broughton
NTSB Accident Number: ANC21LA055

Narrative:

On November 12, 2020, about 1307 central standard time (CST), a Cessna 182, N7306H, was substantially damaged when it was involved in an accident near Rockwall, Texas. The certificated private pilot and passenger sustained fatal injuries. Mr. Broughton was a witness to the accident.

Mr. Broughton stated that he was in an R44 conducting hover work over the taxiway north of the weather station. It was a normal day and not very busy at the airport. While in a hover, he heard the accident pilot announce that they were 10 miles north of the airport and intended to land on runway 35. Mr. Broughton told them that runway 17 was in use. He did not receive a reply.

A short time later, he heard the accident pilot announce that he was 3 miles out for runway 35. He once again stated that runway 17 was in use, but like the previous time, received no response. He estimated that the winds were from the south, southwest about 12 knots.

He saw the accident airplane over the runway "very fast," in a flat attitude. He did not see an attitude consistent with a flare. Mr. Broughton said that he observed the accident airplane land firm about 1 aircraft length north of the midfield taxiway. He said he saw strut compression consistent with a hard landing. He then saw smoking from the brakes, which stopped. When the airplane crossed the displaced threshold, he saw another brief puff of smoke. The airplane became airborne again just prior to the turn around pad and then watched as the airplane impacted the powerlines.

END OF INTERVIEW