

7/30/2024

I was the PIC of the aircraft with a co-pilot and the only passengers. I was on a stable final for the fourth time. I touched the runway but the wind ~~blew~~ was blowing me off. I decided to full throttle and make a go around. The plane was a couple 10ft off the ground when it ran the field. My passenger & I walked away from the aircraft safe. The authorities arrived soon after.

Witness: [REDACTED]

[REDACTED]

On July 30, 2024, approximately 7:15pm, I, Robert Jarte, was the co-pilot/passenger. Belong Omeas was the PIC. We were practicing pattern work. We were flying at KCVB, using RWY 16 - wind at 130°, 12 knots, gusting 18. The PIC was coming in for his 3rd touch-and-go. He touched down, but the momentum and a gust had the aircraft (Cessna 150, N88405) pick up again. The PIC decided to go around as the aircraft had begun drifting to the right. With full throttle, he began to climb. The stall warning horn was going off and the plane continued to sway right. It was pushed over the field (crop field) next to the runway and the prop struck the ground. We shut down the aircraft. Fuel was leaking and we walked to the grass next to the runway.

Todd Fox

From: Todd Fox
Sent: Tuesday, August 6, 2024 11:54 AM
To: Huffman, Benjamin J (FAA)
Cc: Todd Fox; Dunn, Jason (FAA)
Subject: RE: Jonte statement -- N8840S / Omeus accident

Inspector Huffman,

Thank you for forwarding Mr. Jonte's statement that was emailed to you yesterday evening.

Sincerely,
Andrew Todd Fox
NTSB, Air Safety Investigator

From: Huffman, Benjamin J (FAA) [REDACTED]
Sent: Tuesday, August 6, 2024 10:19 AM
To: Todd Fox [REDACTED]
Subject: FW: Jonte statement -- N8840S / Omeus accident

From: Robert Jonte [REDACTED]
Sent: Monday, August 5, 2024 9:53 PM
To: Huffman, Benjamin J (FAA) [REDACTED]
Subject: Jonte statement -- N8840S / Omeus accident

Mr. Huffman,

Mr. Omeus contacted me last week about submitting a statement. I take this very seriously and apologize for my late reply. Unfortunately, I was traveling for work and am currently training in Virginia. I can't promise that I will be able to answer or reply immediately, but please reach out to me and I will get back to you as soon as possible. My contact information is listed below.

I had access to a Cessna 150, N8840S. Mr. Omeus flew it with me from Boerne Stage, 5C1, to Castroville Municipal, KCVB, but I was the PIC for the short flight. Perhaps a week later (I don't have my logbook at the moment) we spent an afternoon shooting touch-and-go's, five each just to get more comfortable in the plane. Conditions were similar, though not identical to the day in question. We later flew from KCVB to Gillespie County, T82, and back. I was PIC on the initial, outbound flight with Mr. Omeus PIC on the return. We didn't fly for at least another week due to the pumps being down at KCVB and then a week of rain.

On Tuesday, July 30th, 2024, we confirmed our plans to fly. We had planned on a little after five pm, but with work and traffic, I didn't arrive at KCVB until six pm. After deciding on just doing a few touch-and-gos each, the preflight, waiting to fuel, and actually fueling, we didn't get moving until 6:45. I recorded the time just before Mr. Omeus did the runup without issue.

I let Mr. Omeus fly first. When we checked the AWOS, the wind was 130 degrees at 12-15 knots, gusting 18. Mr. Omeus took off and completed two touch-and-gos. I don't consider it my place, but as he did pattern-work and talked to me about how it was going, I offered input: "just make sure to step on the ball", "take it easy and compensate", "make sure to get to pattern altitude". I won't say that those were my words verbatim, but I believe the sentiment was clear. It was my intent to be encouraging, but not pedantic. I can only say that as he came in on final for both of these landings, he cleaned up his formation. The first was left of the centerline and the second to the right, but both seemed fair for dealing with the wind.

As he took off to make the third circuit, Mr. Omeus said that he felt better about working with the plane. Going through the pattern this third time, I noted that "oh, you're giving a lot more room for this one". His pattern was much more elliptical/curved than following a box. On our second circuit, he had been concerned about a plane approaching from the north. On the third, as he entered the left-downwind for 16, the other plane was to the east and preparing to enter the 45 for left-downwind 16. He expressed concern, but I told him it was not a factor and we were first in the pattern. We were well into the left-downwind. Again, I don't feel it is/was my place to coach or "teach", but having flown at KCVB often, I felt he was outside of the normal pattern and wanted him to focus on aviating.

Mr. Omeus made his calls for base and final. He made his final approach without flaps, the same as his previous landings. The PAPI was showing two red and I noted this. He gave some power and we flew (vs. glided) closer to the field. He was right of the field, but just as before, he cleaned up his formation and lined up with the centerline. Throttle now idle, coming down to landing, the plane was drifting left. I did not consider this an issue. For whatever reason, the plane then drifted right of the centerline. He expressed concern ("whoah"), and I said something along the lines of "it's okay, it's okay".

The plane touched down on the runway, completely right of the centerline (in the "right lane"), but bounced. Presumptively because of momentum and gusts, the plane began to lift again. I was focused on looking out the windshield and not on the controls and instruments. At this point the plane was completely right of the runway over the grass that separates the runway from the adjoining field. Though it got the lift that it did, I felt that the plane was coming back down. Indeed, it seemed to be on the verge of touching grass and was parallel with the runway. I said "Relax, let it settle, let it settle."

Mr. Omeus said that, no, he was going around and pulled back on the yoke. I distinctly recall looking down at the throttle and carb as previously I had to remind him about the carb heat (for takeoff). He had the throttle to full and the carb heat was off. When I looked back out the windshield, I could not see the horizon and yelled something. As the stall horn was going off, he said "I've got this". I shouted: "We are F-ing. Stall-ing."

Of course the ground then sprung into view and "tilted". We had to have been at least 45 degrees off "centerline". I seem to recall seeing the sky and horizon, then the ground again, but couldn't swear to it (perhaps from the [left??] wing hitting first, but this is supposition).

We were then on the ground at a complete stop, perpendicular to the runway, maybe twenty rows into the field. Whatever plane was in the pattern asked if we were okay, but my headset mic line had been severed and I couldn't respond. We tried to collect ourselves, Mr. Omeus noticed that the fuel was leaking, and I shut down the aircraft. The time was roughly 7:15pm local. I gathered what documents I could think of in the moment as well as my flight bag and headset. We exited the field as a woman from

the nearby baseball field arrived to check on us. Pete Norstrom, the maintenance supervisor at KCVB arrived moments afterwards, shortly followed by first responders.

If I may be of further service or input, please don't hesitate to contact me at the number or address listed below. I cannot recall the tail number of the airplane that was in the pattern with us, but I highly recommend searching for them and their input/observations.

Respectfully,
Robert Jonte

Phone: [REDACTED]
email: [REDACTED]