

Factual Report – Attachment 3

TALON27 Crew Statements

AIR TRAFFIC CONTROL

DCA19MA143

LT Starsiak (Aircraft Commander) Statement of Events for the Evening of 3 May 2019

Prior to entering the JAX terminal area we were conducting pilot proficiency training at KTLH. At approximately 2030L we departed KTLH and climbed eastbound to 17,000 ft to return to KNIP. At the time the sun was set and along the way we observed cloud to cloud lightning and moderate (yellow) returns between GNV and VQQ on our WX radar which we requested a northerly heading to avoid. No lightning or significant weather radar returns were observed along our route of flight between VQQ and KNIP.

KNIP ATIS was reporting variable winds and clouds scattered so we requested vectors for the visual to runway 28. While on vectors ATC asked us to report visual with the field multiple times, but we were unable to establish sufficient visual reference with the field to feel comfortable taking a visual approach clearance. We were able to get a few one to two second looks at the field through the clouds at best. While on vectors, approximately directly north of the field, we elected to take vectors for the RNAV 28. Around the final approach fix for the RNAV 28 we began experiencing light precipitation and total IMC conditions. The precipitation increased in intensity the whole way down on the approach and peaked between 800-600ft at moderate to heavy levels (observed from cockpit. No radar returns to validate). After breaking out at 600ft the right seat pilot (myself) turned on the windshield wipers to assist pilot flying (LTJG Pajor) with sharpening runway visual environment for landing. At the time of breaking out, airfield lighting could be seen but precipitation was severely hindering both pilots ability to clearly make out the runway environment. Pilot monitoring turned windshield wipers to max speed around 300ft and runway environment was sharp enough to execute a comfortable full stop landing.

Pilot flying executed a smooth touchdown on centerline with a normal flare profile. No degradation in braking action was observed; however, our gross weight was approximately 125,000lbs and we performed a Flaps 30 landing so the braking needed to maintain a safe deceleration rate was mostly fulfilled by speed brakes and thrust reversers. While slowing down to exit the runway on Alpha 2, we began to notice the depth of water sitting on the runway and taxiways. We had to slow to a near complete stop to obtain visual reference with taxiway centerline markings. Before switching ground I gave a quick PIREP for conditions on final.

After parking the aircraft we observed 1/4in to 1/2 in of standing water in our parking spot at the overflow ramp and lighting and storm conditions intensifying to the West.

We were in our wardroom debriefing our flight when the accident occurred. I did not see or hear anything in relation to the accident at the time of occurrence.

Statement received from Mr. McIntyre:

On Friday, May 3rd we originally requested the visual for 28 at NAS Jacksonville for the full stop. While being vectored to downwind it was difficult to make out the field and, as a crew, we made the decision to request the RNAV 28 approach instead of the visual. Our weather radar indicated that there was convective activity west of the field, but neither the radar nor ATIS gave us any concern for continuing the landing. While on final we were IMC for the majority of the approach and finally broke out and was able to call visual with the runway at an altitude of approximately 800' AGL. On final we encountered moderate precipitation from roughly 3000' AGL through 1000' AGL. The landing was uneventful and braking action was unaffected by the weather.

We landed at 2115 and taxied back to our parking spot in front of Hangar 1000. The duty driver picked us up from the plane and drove us back to the hangar. During the drive I remember heavy precipitation, but no indications of convective activity. Our debrief occurred back in the hangar, approximately 30-40 minutes after landing, at which time we experienced thunder that was loud and close by. There were no windows facing the runway and I never saw the Miami Air plane on approach or landing.

Statement received from Mr. Pajor:

03MAY2019 FLIGHT STATEMENT

The return leg to KNIP began from KTLH. After departing Tallahassee and climbing to our enroute altitude we did a pilot rotation. I, LTJG Ryan Pajor, got into the left seat as I was going to be conducting the full stop at KNIP as Pilot Flying. The intent was to execute a visual approach while on the oxygen mask for training purposes. Upon receiving ATIS information and getting closer to the field we realized this may be difficult. I do not recall the specifics of the information however. Nevertheless, we requested the visual approach to RWY 28 at KNIP. We were vectored North of the field as we attempted to gain visual contact of the runway. From the Flight Deck we could clearly see thunderstorms to the South of the field and scattered rain clouds in the vicinity of KNIP. For this reason, we elected to dismiss our initial request and training plan in order to get on deck safely. We amended our clearance with ATC and proceeded to get vectors to intercept the RNAV RWY 28. Following our intercept of the approach, we encountered a cloud layer that consisted of moderate precipitation. I recall the cloud base being in the vicinity of 500 ft. The level of rain required our windshield wipers to be on the highest setting in order to see out clearly. However, there were no issues making out the field once on final and out of the clouds. Upon landing, there was no significant crosswinds or gusts that I felt at the time. The rollout was uneventful and we stopped using autobrakes with no issues. It was of note that the runway had a significant amount of water on the surface. My guess would be anywhere from ¼"-1/2" of standing water. The rain was continuous past the time that we shut down the plane and got back into the hangar which took approximately 15 minutes. From that point on I can not speak to the weather conditions. After about 30-45 minutes of post flight paperwork and debriefing we noticed a large amount of firetrucks and ambulances that appeared to be outside the front gate at NAS JAX. We assumed they were for a car crash just off base.