

RECORD OF ☐ VISIT ☒ CONFERENCE OR ☐ TELEPHONE CALL		TIME 2:00 PM	DATE 09/03/2015
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Mr. James F. Plaster		ROUTING	
		SYMBOL	INITIALS
[REDACTED]			
Winston-Salem, NC [REDACTED]			
[REDACTED]			
SUBJECT Witness James Plaster			
DIGEST			
A&P Certificate# [REDACTED]			
Contact Information: Twin Lakes Airport (8A7) Advance, NC			
[REDACTED]			
Certifications: Private Pilot, owns an RV6, and Carbon Cub LSA. 1930 hours of experience.			
"I've known both men for a year." Mr. Plaster states he has flown in the accident aircraft with Greg Gibson, 6 months ago, with Greg acting as PIC. Greg was checking him out. "I was very impressed with that airplane."			
CONCLUSION, ACTION TAKEN, OR REQUIRED Included statement in accident ATQA report.			
DATE 09/02/2015	TITLE Aviation Safety Inspector	SIGNATURE CECIL J. LAND [REDACTED]	

DIGEST (CONT)

"We all met here. I got here at 5 to 9, they called in 10 miles out. I got the plane to my hangar at 0915. We talked briefly, only issue was braking. Greg pulled the Stearman out, and took David up in the Stearman. They were gone 20-25 minutes. Gerry was with me. The condition inspection was due at the end of the month. After 25 minutes, Greg landed, and Gerry flew about 25 minutes in the Stearman. I got done with the brake job and they got in Greg's car and went to Zaxby's. They got back about 1:25, or 1:30. I talked to them about how they had to pump the brakes before departure, as there were new brake pads on the plane. There were storms building in the area, and they needed to leave.

David got in first. He had enough seat cushions that he had to duck his head to close the canopy. Seeing from the back seat had to have been impossible. David handed the Ipad over his right shoulder to Gerry. They then did a run up, and left about 2:00. David had a laminated checklist, and went by the book. They took off Runway 27, normal climb up to 7-800 feet. They were upwind for 9 at the same altitude. They came down to the extended centerline of the runway about ¼ mile from the end, and were descending the whole time. They were 2-300 feet maximum doing 190-200 knots. About half way down, the plane briefly pitched down to pick up speed. The nose then pulled up, but not more than a second and started a roll (barrel roll) to the left. As he came through, the nose came down, and hit 30 degrees down. I saw a big splash, then heard it, then saw smoke. I did not go down to the plane. I wouldn't do it."

I asked, "Were any comments made about it?" Mr. Plaster replied, "No, we knew when he started the roll, we knew what they were doing." "The airplane had a full set of rear flight controls, just no throttle, mixture, or propeller controls in the rear seat." "I have never seen them do that before. I have seen Gerry do a 'return to horizon maneuver, but that was always at 2-3000 feet."

"Gerry was a T-38 instructor in the Air Force."

"When I heard the run up, the prop cycled and checked good. I saw the takeoff on 27, the engine sounded fine. The plane left the runway at the normal spot for RV's. I don't know if anything was kept in the front baggage or not. When he made the initial descent, I knew he started to roll left at 75 feet. We thought it would be an aileron roll. When the nose came down, I knew there was a problem. I tried to call them on my portable radio when they were downwind, but no calls were answered. I believe they had an accelerated stall at the end. Winds were out of the north at 3 knots when they flew. "

"This was a good airplane. After my condition inspection when they first bought the plane, there were 34-36 items on my list. The last oil analysis was good. The condition inspection was due Oct 1. Last time I had the plane 5 weeks for a condition inspection. Larry Melton also witnessed the crash. "

"Bob was all over the site in a red pickup truck. Greg was in his hangar upset. Bob's giving his opinion to everyone, but he was in his hangar and he didn't see anything."

I asked, "Do you ever recall Gerry giving David aerobatic instruction?" "No," replied, Mr. Plaster.

I asked, "Did these gentlemen fly aerobatics in this plane?" "Yes," replied Mr. Plaster. They did "loops, rolls, hammerheads, etc. Everything was limited to positive G's. It was out of character for them to do what they did that day."

"I have no idea how much time David had in the aircraft, I believe he had less than 100 hours in type."

Mr. Plaster states he recalls them departing from the 6th paint stripe from the end of runway 27. They were inverted by 90 degrees knife edge, with the right wing down. It appeared they were fighting it."

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RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 4:54 PM	DATE 09/02/2015
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Greg Gibson [REDACTED]		ROUTING	
		SYMBOL	INITIALS
SUBJECT Telephone Conversation Witness: Greg Gibson			
DIGEST			
Mr. Greg Gibson, [REDACTED] a pilot, observed the pilots board the aircraft, with David seated in the front, and William seated in the rear seat. He stated that he had observed David conduct a "very thorough preflight of the airplane, and was impressed with his thoroughness." He stated that he "saw David hand William the Ipad, and said, "you navigate", before they closed the canopy to taxi away. He said that "the airplane had departed, passed over the airport at approximately 700 feet, and entered a slight left turn, as a way to say "goodbye", then he watched the plane roll left, and disappear below the trees." Mr. Gibson stated, "Gerry was an Air Force Pilot who flew in Vietnam. He was an instructor pilot in T-38's. He stated, "David was a new private pilot, and I don't believe he has had it a year. He was a good stick, as I've flown with him." Mr. Gibson stated, "They came over to have brake work done, and I gave them a ride in my Stearman this morning. We went to lunch at Zaxby's in Hillsdale/Bermuda Run." He said, "David lives in Morristown, TN, and Gerry lives in Knoxville, TN"			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 09/02/2015	TITLE Aviation Safety Inspector	SIGNATURE CECIL J. LAND [REDACTED]	

Mr. Gibson stated "the maneuver did not look like a deliberate maneuver. I've seen snap rolls, barrel rolls, aileron rolls. I know what those maneuvers look like, and it was not one of those maneuvers."

Mr. Gibson stated, "Jim Plaster, a local A&P/IA [REDACTED] serviced the brake pads of the aircraft."

He further stated, "They bought the plane a year ago, I believe in northern Ohio, and flew it back to Knoxville. They did not build the airplane." "There is an AD on the tail, you have to pull a strap and look out for cracking on mounting of the horizontal stabilizer." "I own an RV-8, tailwheel, so I know these airplanes. Jim Plaster, has an RV-6, and knows what he's looking at."

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