

From: Roger Moore [REDACTED]
Sent: Tuesday, September 22, 2015 9:48 AM
To: DeVogel, Aaron (FAA)
Subject: Statement
Statement of Events: Saturday September 12, 2015

The morning started with breakfast about 9:15a. Jay spent most of the morning working on his laptop in the bus and I began preparing the L-39 and move it out of the hangar and on to the ramp. It was to be on Static Display for the hours prior to the Air Show. After it was positioned on the ramp, a group of Air Force ROTC cadets were deployed around the planes on display to provide security for the expected spectators. The morning was routinely quiet and everything went on as normal. Conversation topics were varied and Jay's appearance and behavioral were like any other day. He did not appear anxious or apprehensive in any way to me. Since his performance was not going to be aerobatic, we discussed the number of low passes he should make.

We walked over and got in line in front of one of the food venders at lunch time. With our burgers and fries, we returned to sit in chairs in the shade of the bus and watch the crowd of spectators growing. Sometime later, I decided to begin preparing the aircraft. The smoke oil tank needed to be replenished from Friday's practice flight and I filled the tank and secured the access door. I also fueled the main fuel tank with 66 gallons of Jet fuel to bring the total quantity up to 700 kilos, per Jay's request. After fueling, I inspected the aircraft but left the Pitot covers, Intake covers, and Tail pipe cover in place because of the spectator presence. The battery was disconnected and the nose compartment switches were selected back off until time to move the aircraft just prior to start.

When the start time was nearing, I removed the canopy cover that I had draped over both canopies to keep it cooler in the cockpit. At this time, I also removed the Pitot, Intake, and Tailpipe covers, inspecting each area as I did so. The battery was connected, forward compartment secured, nose compartment switches were all selected on and the access cover closed and secured. I then removed all ejection seat safety pins front the front cockpit ejection seat and stowed them in the pouch kept on the bulkhead behind each seat. Jay completed a walk around stopping to open the hydraulic reservoir door to double check the quantity. Jay then climbed into the front cockpit, I assisted with his shoulder straps and headset audio cables as he prepared for flight. There was a period of time as we waited to be towed out on to the parallel taxiway for engine start and Jay was waiting patiently.

The canopy was closed and latched just prior to being towed into the start position. The brakes were set, tow bar and tow pin removed. I gave Jay a signal that all was clear and he began the start sequence. We have performed this pre-departure hand signal ritual on many occasions and today's checks went as planned and all appeared normal. Jay ran the power up to 80% for one minute while exercising the flaps and speed brakes, leaving the flaps in the takeoff position. A full power check was then preformed, back to idle and then a smoke system check was briefly done. Jay signaled he was ready, I directed him forward, saluted and watched him taxi out for takeoff. The takeoff appeared normal in all respects and I watched until he began his climb out to the northwest. I looked into the crowd of spectators to locate Jay's wife and when I looked back I could not locate him. Moments later I spotted a rising column of smoke and realized what had just happened.

Jay's wife, Shirley and I left the airport immediately to begin a search for the crash site and try to locate Jay's parachute if he had managed an ejection. At 6:03p, I arrived at the crash site and searched for any sign that Jay had ejected. In the several minutes that passed, I did notice two objects in the wreckage I believed to be the ejection seat rocket motors. These two objects were some 20 – 30 feet away from where I was standing and separated by some 30 degrees. I wanted to climb down and get a closer look when a Police Officer (Deputy) spotted me from a spot higher up and ordered me to climb up to him and leave the area. I was driven by the need to learn if Jay had in fact been able to eject and if so locate and rescue him from the tall canopy of trees. I did then retreat from the area.

These words are my best effort to recall the events of Saturday September 12, 2015.

From: Roger Moore [REDACTED]
Sent: Thursday, October 08, 2015 12:15 PM
To: DeVogel, Aaron (FAA)
Subject: RE: Pilot Records and flight hours

Hi Aaron,

I flew the L-39 on 3 separate dates totaling 3.3 hours since it's inspection. Jay probably flew it at least 10 to 12 times since April, I can't be positive on the number. I would think the total time could not be more than 15-18 more since the total in April.

I did pass on your request for Jay's pilot records to the family but am unable to do more than that. Jay did train annually at Flight Safety in Orlando for his CJ2 to satisfy 91.58, not sure of the date. FSI may have some current information concerning Jay's flight time records. I'm thinking he may also have completed an annual check in the L-39 in March or April to satisfy his insurance requirements.

I did read the NTSB Preliminary Report that was published recently. Is there any other info you can share with me?

Thanks,
Roger Moore

From: Marc Beaubier [REDACTED]
Sent: Tuesday, September 15, 2015 8:17 AM
To: DeVogel, Aaron (FAA)
Subject:

Aaron,

To the best of my knowledge this is what I and my son Matthew witnessed in the crash of the L-39 Albatross flown by Jay Gordon on Sept. 12, 2015, at the Scott County Airport during the Wings Over The Big South Fork Air Show.

My vantage point was on the Airpark Way Rd. at the SW end of the runway. I had been photographing the Air Show. Looking thru my camera, mounted with a 300mm lens I watched as the jet fired up its engine, I noticed light blue smoke as it did so. I continued watching as it taxied to the runway, as it powered up for take off I noticed a puff of smoke coming from the engine exhaust. The aircraft then proceeded down the runway for take off.

I took a series of photographs included with this report. As the aircraft lifted off I noticed that it did not climb as quickly as other jet aircraft I had seen in the past.

The first photo #0542 was taken at 16:21:36, the second photo #0543 taken at 16:21:36 the aircraft appears to be at approx. 100 feet, the third photo #0544, was taken at 16:21:39, the aircraft appears to be at approx. 150 feet, the fourth photo #0545, was taken at 16:21:40, the fifth photo

0546 was taken at 16:21:41 the aircraft appears to be at 200 feet, the sixth photo #0547 was taken 16:21:44, and appears to be at 250 feet, the seventh photo #0548 was taken at 16:21:46, the eighth photo #0549 was taken at 16:21:48 and was directly overhead at maybe 300 feet, the last photo #0549 was taken at 16:23:53 within 30 to 60 seconds following the crash.

Once the aircraft overflew my position it turned west. At an approx distance of 1 1/2 miles and at approx. 1000 feet it initiated a vertical movement to gain altitude, at this point it looked as if the engine failed, it's inertia propelled it into a backward loop, and as it came down it went into a sliding turn and went down nose first to the ground. Upon impact a cloud of dark gray smoke rose for the crash site followed by light gray smoke as seen in image #9. Stunned by the event it took a second or two to realize what had happened, I then called 911 to report the crash at 4:26pm.

The photos that I have included in this report are copyrighted and are for the sole use of the FAA in this investigation. Any use other than specified will require a written permission for me.

I hope that the information that I have provided will aid you in your investigation of this tragic event. If I can be of further assistance in this matter feel free to contact me.

Marc A. Beaubien

PS: Aaron was unable to send photos as the file was too large they will be sent separately.

From: Tracey Stansberry [REDACTED]

Date: September 15, 2015 at 21:42:35 EDT

To: [luke.sciada](#) [REDACTED]

Cc: Tracey Stansberry [REDACTED], "Don C. Stansberry III" [REDACTED]

Subject: Jay Gordon Accident

Hello, Mr. Sciada.

My husband Don asked that I drop you a line, describing what I witnessed on Saturday afternoon (9/12/15), when Jay Gordon crashed his airplane during the Wings Over the Big South Fork Airshow.

There were three elements that come to mind that may be of importance.

1. During his run up prior to entering the runway, there was a burst of white smoke from the jet engine that lasted only briefly (after what I recall was his third engine acceleration on the flight line).
2. His takeoff seemed somewhat slower in the ascent versus what we had seen during other takeoffs by this airplane.
3. Shortly after takeoff (I would estimate 20 to 30 seconds), as he veered slightly northwest, the airplane entered a sharp right downward turn that appeared problematic. From our vantage point, I am not certain if this was a nosedive forward or an inverted dive backward and to the right, but the aircraft took a sharp downward turn to the right of the flight path. I was concerned that something was very wrong and shortly thereafter, it became more apparent that he had crashed, as there was smoke on the horizon mixing with the incoming clouds from the northwest.

I hope this information is helpful and that your agency is able to determine the cause of this terrible accident.

Please let me know if you have any further questions.

Tracey Stansberry

Tracey Stansberry, [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



MEMORANDUM OF RECORD

Luke Schiada
Senior Air Safety Investigator
Eastern Region Aviation

Date: September 16, 2015

Subject: ERA15FA353, Aero L-39, N139RT, Oneida, Tennessee

Name: James Burns [REDACTED]

Ms. Burns contacted the NTSB to report that he witnessed the subject accident as spectator at the air show. During our conversation, he stated that he was standing midway down the departure runway, "near the hangar," looking toward the northwest. The airplane appeared to be "going too slow as it lifted off and climbed. It then turned right, performed a steep, almost 90° left bank and slipped out of the sky, impacting wing first."

He further stated that the airplane reached a maximum altitude of 300 to 400 ft above the ground. It seemed to be at "low power" and he did not hear any engine sound as the airplane passed "the building at the end of the runway." He estimated that a "full-minute" elapsed from the time that the airplane crashed until rising smoke was visible.



MEMORANDUM OF RECORD

Luke Schiada
Senior Air Safety Investigator
Eastern Region Aviation

Date: September 28, 2015

Subject: ERA15FA353, Aero L-39, N139RT, Oneida, Tennessee

Name: Jessica Roberts [REDACTED]

Ms. Roberts contacted the NTSB to report that she witnessed the subject accident. She indicated that she attended the air show as a volunteer working the smoke oil vehicle. She was familiar with the accident pilot and airplane, and had observed it during previous air shows. She reported the airplane's takeoff was not as "impressive" as she had observed in the past, and it seemed slow and climbed at a shallower climb angle. The airplane then banked sharply to the right, then to the left, and then entered a nose down decent until it disappeared below the tree line. She then called emergency services.

Mr. Roberts was a student pilot, certified aircraft fueler, and an Airframe and Powerplant student.



Sept. 14, 2015

STATEMENT FROM AIR BOSS SCX AIR SHOW SEPT. 12, 2015
ONEIDA, TN SCOTT COUNTY AIRPORT

I was using 122.15 radio frequency for all Air Boss communications.

I talked to Jay Gordon as he taxied to Runway 23.

When he was ready at end of runway 23 I cleared him for take-off.

Later within 2-3 minutes after he was missing, I tried 10-15 various times to reach him on radio, with no answer either time.

The above was the only communications I had with Jay Gordon.

[REDACTED]

Darrell Sexton, Air Boss
Sexton Air Shows
www.sextonairshows.com
ICAS Member

