



MEMORANDUM for RECORD

Millicent Hill
Air Safety Investigator
Eastern Region Aviation

Date: May 23, 2019
Person Contacted: FAA Inspector – Michael Newman

This investigator interviewed Mr. Newman by telephone and email, and he stated the following:

- The pilot and three passengers departed Tanner-Hiller Airport (8B5), Barre Plains, Massachusetts. The pilot stated he did not get a weather briefing before the flight.
- The pilot said the flight back was bumpy, there were gusty winds.
- The jumper and the pilot had a miscommunication and he jumped early. The miscommunication and gusty winds caused the jumper to be off course.
- The pilot elected to go-around twice because the “air was bumpy, and he didn’t like it.” On the third attempt the pilot stated he “had a tailwind and the aircraft would not settle down.”
- The airplane came to rest about 300 ft past the end of the asphalt.
- After the airplane came to rest a fire started on the left wing and number one engine.
- There were two segmented skid marks directly after the runway ended. The pilot confirmed proper brake operation.
- All flight controls were functional, except for the rudder, which had tree branches wedged between the control surfaces. The flap selector was set to 45° and was verified on the right wing, the left wing was damaged.
- All major components were accounted for at the scene.
- The left wing separated about 2 1/2 ft outboard of the left engine.
- Structural damage to the right lower side of the empennage, and the leading edge of the horizontal stabilizer. The left main landing gear separated.
- The pilot stated he did not believe there were any mechanical issues with the airplane that contributed to the accident.
- Pilots operating in Class E airspace are required to notify air traffic control before releasing skydivers, the pilot did not.
- The was not modified to allow for skydiving, and it was out of annual.
- After the accident the pilot told emergency responders they did not need to respond. That is was a minor mishap and small brush fire.