



NTSB RECORD OF CONVERSATION

Lynn Spencer
Aviation Investigator
Eastern Region, Office of Aviation Safety (ERA)
National Transportation Safety Board

Date Interviewed: 9/4/2019

Person Interviewed: Brett Oubre, airplane owner and passenger

NTSB Accident Number: ERA19LA264

The following is a summary of a conversation that occurred with the above-named individual:

- Mr. Oubre stated that he purchased the airplane in 2014 and had never felt the airplane do what it did the day of the accident.
- The airplane had just completed maintenance work at the Cirrus Service Center in Houston the week before the accident. It had been at the Service Center since July, and the maintenance work included work on the oxygen system, the replacement of a cylinder, an annual inspection, and various other items. He stated that this maintenance cost him \$38,000 and that he says “yes to everything” because he figured that was the best way to make sure he didn’t “run into a situation.”
- He did not watch the preflight but did observe Mr. Henderson remove the pin from the parachute.
- He noted nothing unusual about the takeoff or climb. They took off with flaps at 50%.
- He stated that the airplane was on autopilot when at about 2,500 to 3,000 feet msl it “felt like when you take the foot off the gas on your car.” The airplane just stopped producing power.
- He cycled the power; however the engine did not respond. Mr. Henderson disconnected the autopilot and turned back toward the airport.
- The engine was running but there was no power. He noticed that they had no oil pressure.
- At about 1,200 feet agl he said, “I don't think we're going to make the airport. We need to pull the chute.” Mr. Henderson agreed, and he pulled the chute.
- As soon as they touched down, he opened his door, pulled his seat forward and instructed the women to run away from the airplane since he knew there was a risk of fire. He then exited the aircraft.



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Date Interviewed: 9/5/2019
Person Interviewed: Heather Burgett, passenger
NTSB Accident Number: ERA19LA264

The following is a summary of a conversation that occurred with the above-named individual:

- Mrs. Burgett was seated in the rear left seat. She was already in the airplane when James (pilot) got in.
- It was about 1-2 minutes from engine start to takeoff: they taxied left then right then she heard the engine revving as they started the takeoff. She does not recall hearing the engine revving any time prior to the takeoff.
- She texted her husband at 3:08 and said they were about to takeoff.
- She had on earbuds and also headphones (not plugged in) and she was watching something on her phone after takeoff.
- They took off and turned to the left. The Gulf, and a storm with lightning, was on her left and she saw that the pilot was looking at the storm. It made her nervous.
- Maybe a minute after seeing the lightning she felt a "jar" or "thump" and heard a beeping that quickly went away. She assumed they were hit by lightning. She grabbed her niece's hand and asked what that was. Her niece started to slap Brett's shoulder and she told her niece to stop and let them figure what was going on. She assumed it was the storm.
- They descended and turned back toward the airport and then a lot of beeping started. "It was a lot of noises after that. It sounded like alarms. It felt like the engine died. It got still and she could not feel the engine."
- She stated that the men were looking down and pointing. She remembers thinking that they were looking for a place to land.
- She heard James calling "Mayday, Mayday" and she knew something was terribly wrong.
- Someone pulled the parachute and she started to unbuckle her seatbelt because she did not want to be trapped in the airplane, but then she re-buckled it and told her niece to buckle her seatbelt (she did not).



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- She recalls seeing the ground and they were facing downward. She closed her eyes and felt a thud and they were non the ground.
- She stated that Brett told them to get out and run and opened his door. She said it smelled like fireworks and she assumed they were on fire.



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Date Interviewed: 9/4/2019
Person Interviewed: Olivia Roberts, passenger
NTSB Accident Number: ERA19LA264

The following is a summary of a conversation that occurred with the above-named individual:

- Ms. Roberts was in the back, right seat.
- They had been flying about 10 minutes and she had been falling asleep when she heard some beeping that she did not recognize and felt the plane dropping.
- She tapped Brett (the owner) on his shoulder to ask him what was happening, but he did not respond.
- She heard Brett say, "It's time to pull the chute. I need to pull the chute." James (pilot) said "Okay" and Brett pulled the parachute.
- Once they landed on the ground, Brett opened the door, and told them to get out and run and they ran away.



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Lynn Spencer
Aviation Investigator
Eastern Region, Office of Aviation Safety (ERA)
National Transportation Safety Board

Date Interviewed: 9/3/2019
Person Interviewed: James H. Henderson, pilot
NTSB Accident Number: ERA19LA264

The following is a summary of a conversation that occurred with the above-named individual:

- Mr. Henderson stated that they added 10 gallons of fuel to each wing tank before departure, bringing the total fuel to 69 gallons.
- The engine run-up and checks were normal with no anomalies noted.
- They departed Jack Edwards Airport (JKA) about 1511 EDT en route to 0R4 in Natchez, Mississippi. They were VFR with no flight plan, although he intended to pick up flight following.
- They were climbing with 4 POB at 1000 fpm when he turned to avoid a cloud build-up.
- He felt the airplane vibrate/buffet and felt the power decrease. He checked and all controls were full forward.
- He turned back to JKA and made a mayday call on the CTAF frequency. He pitched for best glide and aimed for a field. At that point, the engine “completely stopped.”
- He stated that he pulled the parachute at 1,000 ft agl and since he had taken the Cirrus training, he knew what to expect: they descended nose down initially then during Phase II the ribbons were cut and that caused them to “go flat” and feel like they were floating. Within 3-5 seconds they hit the ground. He estimated that they impacted the ground at 1530.
- The girls exited the airplane first and then he got out of the airplane.
- He later returned to the cockpit and noted that the keys had fallen to the floor. He turned off the magnetos, at that time.
- He stated that the airplane had just completed \$38k of maintenance work, including an annual inspection and new cylinder installation, on August 28. He had dropped it off for maintenance in Houston July 8.
- He had broken in the new cylinder as prescribed at 75% POWER for 2 hours.

Inspector's Statement

Accident Investigation: SR-22, N878SR
Accident occurred: 9/1/2019, 1530 CDT

Telephone Interview with Owner Brett Oubre [REDACTED]
Date: 9/3/2019 10:59 am email: [REDACTED]

Mr. Oubre stated that he is the registered owner of the aircraft N878SR, and that the parachute had been repacked last year. Mr. Oubre was sitting in the left seat and James Henderson was sitting in the right seat. Mr. Oubre said they had just taken off from Jack Edwards Airport and were climbing through 2500 – 3000 feet. The airplane's autopilot was on. Suddenly it felt like the airplane stopped accelerating and the engine was winding down. It was like someone took his foot off the gas and the airplane decelerated. James Henderson tried cycling the power, moving the throttle back and forth but nothing changed. The propeller was spinning. James took the controls and disengaged the autopilot. Mr. Oubre reminded James that best glide was 88 knots and James trimmed the airplane to fly at 88 knots. Once they were getting low, they both agreed to pop the chute because they could not make it back to the airport and they were sinking quickly. They touched down hard but no one was hurt.

Mr. Oubre remembers seeing that the oil pressure went to zero when the engine quit. The airplane had just come from annual inspection on the previous Wednesday. Mr. Oubre also stated that he "is not chinzy on servicing the airplane." He does 100 hour inspections even though they are not required. He uses the Cirrus Service Center in Houston.

He knows they had plenty of fuel because the tanks were full when James left from Hammond, LA. James added 10 gallons aside in Gulf Shores, AL.

Passengers were : Heather [REDACTED]
Olivia [REDACTED]

Brett had taxied out to the runway, had his feet on the pedals but James does everything else. Brett and James did the complete run-up before departing Gulf Shores. Everything was normal. He remembers that they pulled up to the hold short line and James pulled the pin to arm the parachute before takeoff.

Mr. Oubre said he had the engine overhauled in 2015 or 16. He agreed to forward all the aircraft logbooks to this office.

Nina A. McBride
Aviation Safety Inspector, OPS
AL/NW Florida FSDO, AFG-600-BHM- 09

Inspector's Statement

Accident Investigation: SR-22, N878SR
Accident occurred: 9/1/2019, 1530 CDT

Telephone Interview with PIC James Henderson
Date: 9/3/2019 10:59 am

James Henderson stated that the airplane came out of annual on the previous Wednesday. They replaced a cylinder during the annual and he preceded to complete the recommended break-in flights. He then flew the airplane back to Hammond, LA. Maintenance was done by Houston Aviation in Sugarland, TX. On the day of the accident, Mr. Henderson stated that he flew from Hammond, LA to Concordia, LA where he picked up the owner, Brett Oubre. They flew to Jack Edwards Airport, Gulf Shores, AL and picked up Mr. Oubre's girlfriend and her aunt. They departed Jack Edwards Airport and were headed to Concordia, LA. He thinks they departed runway 27 but does not remember for sure. They had made this flight previously on Friday August 31, 2019 to drop off the girlfriend and the aunt. There were no problems during the flight on Friday.

Mr. Oubre, the owner was sitting in the left seat and Mr. Henderson was in the right seat and was acting as PIC. Mr. Oubre was manipulating the flight controls. They were climbing to 10,500 feet and as they passed through 3,000 feet, the engine began to sputter and then lose power. Mr. Henderson took the controls from Mr. Oubre and began trying to work the problem. He adjusted the throttle full off and on but there was no change and engine power did not improve. He then turned the airplane back towards Jack Edwards Airport and established best glide speed. The passengers were panicking in the back and he felt the airplane falling like a brick. At 1,000 feet, Mr. Oubre suggested that they deploy the parachute and Mr. Henderson agreed. He deployed the parachute and a few seconds later, they passed the tree tops and landed in the field. No one was hurt but the passengers in the back were pretty upset. Everyone got out safely. Mr. Henderson went back to the plane and made sure everything was turned off.

Mr. Henderson stated that he had approximately 69 gallons of fuel when he departed Jack Edwards. He had added 10 gallons aside before departure.

Mr. Henderson also claimed to have received a lot of training in the Cirrus and had completed 10 hours of Cirrus training in that N-number from an instructor named Jim Ratliff at KTME April 2019.

Mr. Henderson then reiterated that the engine began to sputter at 3000 feet and then it slowly began to wind down until eventually the propeller stopped. Both he and Mr. Oubre were wearing headsets. He does not remember any specific indications on the engine instruments when the engine quit. He was very intent on maintaining control and finding a place to land since the airplane was dropping so quickly.

Nina A. McBride
Aviation Safety Inspector, OPS
AL/NW Florida FSDO, AFG-600-BHM- 09

Inspector's Statement

Accident Investigation: SR-22, N878SR

Accident occurred: 9/1/2019, 1530 CDT

On 9/5/2019 at approximately 13:30 CDT I met with Shawnda Henderson, general manager of Gulf Air Center, Jack Edwards Airport, Gulf Shores, AL. Ms. Henderson had available fuel samples from both the fuel truck #1000 which fueled N878SR on 9/1/2019 and the fuel farm tank from which the truck was filled. The samples were taken immediately after the Gulf Air Center became aware that the N878SR had crashed a few minutes after departing Jack Edwards Airport on 9/1/2019.

Ms. Henderson stated that she is familiar with having to supply fuel samples for post accident investigation and knew that it was important to collect the samples from the fuel truck and fuel farm immediately following the accident. Ms. Henderson showed me 4 samples:

2 fuel farm samples, one from the unfiltered tank sump and one from the filtered fuel outlet.
2 fuel truck samples, one from the filtered outlet (nozzle) and one from the unfiltered tank sump

All four fuel samples appeared clear, tinted blue, with no evidence of water or debris. Line manager Sam then supplied some fuel sample paste to test for the presence of water. I observed Sam test all 4 fuel samples and each tested negative for the presence of water. Sam then showed me what the paste looks like when it is exposed to water and I verified that I had not seen the paste indicate any water in the fuel samples.

Ms. Henderson also supplied copies of daily fuel farm and truck sampling records for truck #1000 which is the truck that fueled N878SR. She also supplied copies of the aircraft fueling order as well as the invoiced fuel for N878SR on 9/1/2019.

I have forwarded these records and Ms. Henderson's contact information to Lynn Spencer of the NTSB. I have also forwarded photographs of the fuel samples in the jars to Ms. Spencer.

There is no evidence that the 20 gallons of fuel pumped into N878SR on 9/1/2019 was contaminated.



Nina A. McBride
Aviation Safety Inspector, OPS
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