



RECORD OF CONVERSATION

Pilot Statement

Lynn Spencer
Air Safety Investigator
Eastern Region Aviation

Date: August 4, 2022
Person Contacted: Michael Oppedal (Pilot)
Contact # [REDACTED]
NTSB Accident Number: ERA22LA348

Narrative:

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

Mr. Oppedal was interviewed by phone on August 4, 2022, at 1430 EDT. He provided a phone number of [REDACTED] and an e-mail address of [REDACTED]

At the beginning of the interview, he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation. He agreed to having Mr. Tony Porterfield, CEO and owner of Rampart Aviation, [REDACTED], [REDACTED], participate in the interview.

I asked what the background relationship was with Mr. Crooks, and he responded that he did Mr. Crooks' training and was the pilot in command (PIC) on the accident flight, and that Mr. Crooks was the Second in Command (SIC). He stated that the morning of the accident flight, they arrived at Rocky Mount/Wilson at 1030 and they prepped the airplane. Once they finished, they looked at performance charts, determined fuel requirements, and went to the self-service to fuel the airplane. They then put away ground equipment and went over surveys of the airfield they were going to land at (NR20). Mr. Crooks flew the first leg from Rocky Mount/Wilson to NR20, during which they requested flight following. Mr. Crooks landed the airplane at NR20. They shut down the airplane and talked to the team they were supporting. They re-started the airplane and departed NR20, with Mr. Oppedal at the Pilot Flying (PF). They flew the jump run then descended to land at NR20. Upon landing, they kept the engines running per customer request and loaded the next group of jumpers. Mr. Crooks flew the next jump run and descent back to NR20. They performed all the checklists and entered the traffic pattern midfield downwind, and Mr. Oppedal stated that Mr. Crooks was "on heading, altitude and airspeed." As the airplane descended below the tree line, "all of a sudden, the bottom dropped out of the airplane." He stated that they dropped 30 ft and both called a go-around maneuver, which Mr. Crooks executed. During the go-around maneuver, the main landing gear impacted the runway surface. They "cleaned up the airplane" and Mr. Crooks expressed his apologies and Mr. Oppedal took over the controls at 400 ft. AGL. The people on the ground called

them to tell them that their right gear did not retract. Mr. Oppedal wanted to do a low-pass and have them tell him what they saw, so they flew a low pass over the runway at which point the people called them to tell them that their right main landing gear (RMLG) had not deployed. They called back to let Mr. Oppedal know that they found the RMLG on the airport. Mr. Oppedal directed Mr. Crooks to declare an emergency with Fayetteville Approach and divert to RDU. Mr. Crooks was talking to Fayetteville Approach while Mr. Oppedal was speaking to the people on the ground. At some point, he realized that the communications were split and he unsplit them so that he could hear the discussion between Mr. Crooks and Approach Control. Approach was asking how many people and how much fuel was on board. Approach cleared them via their own navigation to the Raleigh-Durham Airport (RDU) and they turned north. Mr. Oppedal notified operations telephonically and directed Mr. Crooks to send a message on Spidertracks, and he and Mr. Crooks continued to answer questions from air traffic control (ATC). He directed Mr. Crooks to look through the ENGINE FIRE ON THE GROUND checklist because he thought that was the most likely checklist they would need upon landing. They looked up RDU airport and weather information and he asked Mr. Crooks to fly while he reviewed the checklist, weather and airport information. Then asked Mr. Crooks if he had any question. He did not. When Mr. Oppedal took the controls back, Mr. Crooks stated that he felt sick and opened the side window in cockpit. Mr. Oppedal took over communications, Mr. Crooks started opening the ramp, Mr. Oppedal asked him he was ok. Mr. Crooks stated he needed some air. Mr. Crooks looked at him, said he was sorry, removed his headset and seatbelt and “ran out the back of the airplane in a head first dive.” Mr. Oppedal stated that he immediately initiated a turn toward where Mr. Crooks exited the airplane and notified ATC what had just occurred. Mr. Oppedal asked ATC if they wanted him to orbit over the location where Mr. Crooks exited the aircraft, however, ATC directed him not to turn back and to proceed on course to RDU. Once turned over to the tower controller, he was cleared to land, and he requested to perform a low approach, and was then “cleared for the option.” He proceeded to fly a low approach and then came back around and landed. He attempted to keep the right wing off the ground as long as he could; when the right wing dipped, the airplane departed the runway into the grass.

The following questions were asked:

Q: Did all of your days commence out of Rocky Mount-Wilson Regional Airport?

A: Yes, that is where the airplane is stored

Q: Did you have additional jumpers waiting to jump at this private airstrip, Raeford Airport (NR20)

A: We were picking up another group of jumpers when we landed. We were scheduled for 4 total groups. There were 10 on the first jump then 5 on the second jump.

Q: Who called the go-around maneuver and when?

A: They called it simultaneously as soon as they felt the airplane lose lift.

Q: What actions were taken when the Go-Around was commanded and by whom?

A: Set max power, pull the yoke back. (Mr. Crooks) pulled the yolk back and set max power, adding the max power as the airplane impacted the ground.

Q: Was the airplane in a stalled condition?

A: No. It is possible it may have been a downdraft.

Q: What kind of shear do you feel you encountered?

A: It was a sudden drop in altitude.

Q: Did you notice your airspeed?

A: It was 95 kts before the drop, I don't know what it was after the drop.

Q: Is there a stall warning system installed on the airplane?

A: Yes. It's an audible horn.

Q: Did you hear the stall warning at any time during this event?

A: No horn during this event.

Q: Did you get on the controls with Mr. Crooks as the airplane encountered this downdraft/windshear and you realized that it was going to contact the runway?

A: No

Q: Why not?

A: It's not my role.

Q: Mr. Crooks flew the go-around maneuver until you took the controls at 400 ft?

A: Correct.

Q: Were there any other airplanes in the pattern at Raeford during the go-around maneuver?

A: Negative.

Q: Do you self-announce while operating out of Raeford?

A: We self-announce on the Drop Zone safety officer's frequency

Q: Were there any witnesses to the go-around maneuver at Raeford that you are aware of?

A: I am not.

Q: Was the next group of jumpers waiting for you at the field?

A: I'm not sure.

Q: Would they typically be waiting there for you?

A: Sometimes they're ready, sometimes they're not.

Q: You stated that you asked the Drop Zone Safety Officer to look at airplane . . . was he on the airfield?

A: Yes, but not in an area where he would have seen them make the approach. He is always adjacent to the runway, but there is a tree line prior to the landing zone where they were, so they could not see.

Q: Did they tell you they couldn't see it?

A: I did not hear of anyone seeing the go-around.

Q: Was N497CA equipped with an auto-pilot? If so, was it operable?

A: No autopilot.

Q: Do the cockpit windows operate? Was there a means for Mr. Crooks to open a cockpit window during the flight?

A: Yes. A window to his right.

Q: Did he vomit?

A: Not that I am aware of.

Q: Was the airplane equipped with a lavatory? Bucket?

A: No.

Q: If one had to use a restroom or throw up, what were the options available to them?

A: There is nothing.

Q: I understand that Mr. Crooks indicated that he felt like he was going to be sick, is that correct?

A: Yes

Q: Did you notice Mr. Crooks perspiring or looking ill? Did he throw up or look like he was ready to throw up?

A: Not that I remember

Q: Could he have been running to the back due to his nausea?

A: No. He did a Superman dive out the back of the airplane.

Q: Is there anything to hold on to, if you wanted to lean out to throw up?

A: There is a bar across the back of the aircraft about 6 ft high that you could hold on to, and the side has a bar to hold on to as well.

Q: Could Mr. Crooks have been trying to grab that bar when he fell out?

A: No.

Q: Were you looking back at Mr. Crooks at all times when he left the cockpit?

A: Correct

Q: What did you do immediately after you witnessed Mr. Crooks depart the airplane?

A: Contact ATC.

The digest was e-mailed to him for review on August 5, 2022. He replied on August 5, 2022, at 1911EDT with edits that were incorporated into the narrative. The final digest was e-mailed to him on August 8, 2022.

August 1, 2022

Jim Creider
FSDO Manager
Greensborough Flight Standards District Office
RE: **Michael Oppedal Statement of Events**

Dear Mr. Creider,

Mike Oppedal ATP Cert# [REDACTED]

Statement for 29 Jul 2022, Incident involving N497CA

Charlie Crooks and I arrived at KRWI at approximately 10:30 local, Charlie started prepping the airplane while I completed the required paperwork for a flight release. We met at the plane, checked the Automatic Power Reserve Charts for the appropriate fuel load and towed the aircraft to the self-serve fuel station. At the completion of fueling, we put the aircraft back on the line and put away the ground support equipment. We went to the aircraft for our briefing, pulled up the LZ survey and reviewed the data and departed for NR20.

Charlie flew the 1st leg from KRWI to NR20 where we picked up VFR flight following to our destination. Upon arrival at NR20, Charlie conducted a midfield flyover to performed a recognition and review of the runway environment and determined based on prevailing winds that we would set up for a right traffic downwind for runway 20. Per company policy we conducted the before landing checks, briefed the landing and Charlie executed a text book approach and landing. We then taxied over to the loading area to shutdown and receive a briefing.

After starting the plane, we taxied to runway 20 for takeoff to conduct the 1st lift. Per company norm as the PIC I flew the 1st lift. During the descent we orbited to the west until the jumpers were all on the ground. Per company policy and after completion of the 1st lift, we received current winds and landing clearance from the Drop Zone Safety Officer (DZSO) prior to entering right closed traffic for a subsequent uneventful landing to runway 20.

Charlie flew the 2nd lift, where we took off and completed the jump run without incident. While descending we could see the jumpers in the air and stayed away from the LZ until cleared by the DZSO to land.

After receiving clearance to land the winds were 220 at 12-14 Knots. Charlie entered a midfield right down wind for runway 20 and we completed before landing checks, briefing to land and executed a base leg to final.

On final Charlie was on airspeed, altitude and runway heading, however, as we descended below the tree line the plane dropped as if we were in a windshear event. We both immediately called for a "go around", where Charlie reacted, but the plane still made a hard contact with the ground.

Charlie was visibly disturbed by the event and repeatedly apologizing to me. We cleared 400' and performed the after-takeoff checks. Realizing Charlie was visibly shaken, I took the controls and proceeded to climb to a safe altitude. The DZSO called and stated that our right main landing gear was not down. We continued to climb and informed the DZSO that we wanted to conduct a low approach to assess the aircraft from the ground. I flew a right traffic pattern to runway 20 at approx. 500 ft and 130kts. The DZSO again stated we didn't have our right main gear down and he would send us a picture. I informed him that our gear doesn't retract and asked him to see if our landing gear was on the runway.

We proceeded to climb to 3500' where I asked Charlie to contact Fayetteville Approach and declare an emergency. Our radios were in split communication mode and I couldn't hear what was initially passed to Fayetteville. The DZSO asked us if we wanted to land on the grass strip or if I wanted them to contact Pope AFB and start making coordination to land there. I made the decision to land at KRDU and passed this to the DZSO.

The decision to proceed to RDU allowed us to burn fuel, determine options and was influenced heavily by emergency services available upon landing. Charlie asked several questions regarding ATC communications and I realized we were still on split Comm mode. I completed my communications with the DZSO and began monitoring the conversation with Charlie and Fayetteville approach. Fayetteville asked a series of questions, "How much fuel onboard", "How many souls on board", clarifying we didn't have our right main gear etc. At some point the controller asked what we intended to do at Raleigh and I replied to Charlie "we are going to land it on its belly".

While continuing toward the FAY VOR to avoid the restricted area on Fort Bragg, ATC cleared us "own nav" to KRDU. I asked Charlie to load KRDU in the GPS and give us a "direct to" heading while maintaining 3500 feet MSL. While traveling north I attempted to contact our DO via Cell phone, I was able to reach him and give him a brief synopsis of what we were doing. This took several attempts due to the cell service coming in and

out of service. I directed Charlie to contact our Operations on Spidertracks and inform them of our intentions. At some point Fayetteville approach gave us a phone number to call after landing.

I was unfamiliar with the KRDU airport and asked Charlie to take the controls so I could look at the airport information and determine the best way to proceed. I pulled up the airport diagram, weather and approaches for KRDU where I found winds were favoring runways 23. I took the controls back from Charlie and ATC asked if we would accept runway 32. Charlie was familiar with Raleigh and informed me that was a short runway just over 3000'. I told Charlie no for runway 32, the winds favored 23 and he asked for 23. ATC told us to expect 23L and put us on vectors.

I asked Charlie to pull out the emergency checklist, and had him start reviewing engine fire on the ground checklist procedures. He read it out loud and we discussed the landing where I informed him, we will conduct a low approach to take a look at the area and remain in the pattern for a flaps 100 landing. I planned to hold the right wing off the ground for as long as I could and once the aircraft stopped, we planned to execute the "engine fire on the ground" checklist. I asked if he had any questions and he acknowledged everything.

I gave him the controls and looked through the emergency checklist to see if there was anything I was missing then took the controls back and Charlie said "I think I am going to be sick". He opened his side window and turned his head towards the window and informed him I had the radios and airplane. At some point we switched frequencies and Raleigh approach started asking questions, what type of fuel did we have etc. I was talking with approach when I felt the Ramp start to open, looked over at Charlie and asked if he was OK. He was opening the ramp and said he needed more air. I did not find this overly alarming as this is a common practice in a hot environment and given our situation. He then looked at me and said "I am Sorry Mike" disconnected his seat belt dropped his headset and ran out the back of the airplane in a head first dive.

I immediately informed ATC that my SIC had just jumped out the airplane and started to turn back to the right. ATC and I went back and forth on the radio clarifying what had just happened and verified that Charlie was not wearing a parachute. I asked ATC if they wanted me to orbit over the area where I think Charlie left the aircraft. ATC gave me a heading and told me to proceed to KRDU. I closed the ramp and proceeded on heading while continuing to answer ATC's questions.

Colorado Springs, CO 80916

Main Phone: [REDACTED]

Main Fax: [REDACTED]

www.rampartaviation.com

ATC told me to switch to 133.4, the airport tower frequency. I switched frequencies but no one acknowledge my transmission and went back to my previous frequency to clarify the frequency. ATC informed me tower was ready for me to switch.

At some point during this time, I was given another heading correction to allow for landing aircraft, then proceeded back towards the airport. I had the airport in site and was "cleared to land 23L". I told the controller I wanted to conduct a low approach and he cleared me for the option. I conducted a low approach over the airport to see the environment and could see the emergency vehicles. I entered a left pattern for 23L, configured the airplane in the downwind IAW the before landing checklist and was given "clear to land 23L". I landed and once the airplane slowed, I could feel the plane dipping to the right and veering off the runway into the grass. Once the plane stopped, I completed the engine fire on the ground emergency checklist, opened the ramp and walked out the back of the plane towards the fire trucks.

Respectfully,

Michael Oppedal
Chief Pilot
Rampart Aviation, LLC

OPERATIONS REPORT

1. AGENCY Raleigh-Durham Airport Police Department		2. PERSON RECEIVING COMPLAINT [REDACTED] - Lieutenant Eric E. Wegner		3. DATE/TIME RECEIVED 07/29/2022 14:28 24 HR. CLOCK		5. TIME ARRIVED 14:30		7. CASE NUMBER 220729031	
8. NATURE OF INCIDENT Alert 3 - Aircraft ran off of runway 23L									
9. LOCATION OF INCIDENT 23L- 0 Runway, RDU Airport, NC 27623		LOCATION CODE FG00		REPORTING ZONE AIR		DISPATCH ZONE/SECTION FG00			
		PATROL ZONE/GRID Airside		OTHER ZONE/BEAT AIR					
10. VICTIM COMPLAINANT ACCUSED VEHICLE									
11. ACTION TAKEN Code C - Assignment complete									
On 7/29/22 at approximately 14:28 hours RDUPD was notified of an Alert 1 (later converted to Alert 3) on an incoming aircraft with two souls aboard. It was advised that the aircraft had lost one of its wheels and would be making the landing on Runway 23L with its' landing gear up. Myself, Sgt. Jackson, Ofc. Johnson, Ofc. Bolebruch, and Ofc. Betz all responded to the RDU Fire House as multiple EMS and fire units would need escort onto the airfield. Upon the landing of the aircraft (with it's landing gear still up and missing the right wheel) it skidded off of the runway to the right and came to rest in the grass at approximately 14:50 hours. Fire and EMS assisted the pilot, Michael Oppedal, in exiting the airplane. He did not appear to be injured but complained of lower back pain. Oppedal stated that his copilot (Charlie Crooks) had jumped out of the back hatch of the plane (a Casa 212, tail # N497CA) somewhere in the vicinity of the area around West Lake Middle School in Cary, based on the last ping of the aircraft by the FAA tower. Oppedal told Fire/EMS that Crooks had said that he needed air, opened the back hatch of the plane, said "sorry Mike" and jumped out of the rear of the plane, at which point he radioed to the FAA tower about what had happened. Once this information was relayed, Cary 911 was contacted to begin a search effort for Mr. Crooks. Ultimately Cary PD, Holly Springs PD, Fuquay PD, Wake County Sheriff's Office, and State Highway Patrol assisted in the search efforts. The FAA tower, RDU Fire, and RDU Ops all assisted in relaying possible locations and flight paths to the other responding agencies through the mutual aide channel. The flight company responsible for the aircraft, Rampart Aviation [REDACTED] was also contacted. They were able to confirm the identities of the two subjects initially on the flight and the initial status of the flight, but could not provide any additional information that would assist in better pinning down the location of Mr. Crooks. RDUPD (Officer Bolebruch followed by Master Officer Smith) secured and stood by with the airplane until federal authorities could arrive for further investigation of the aircraft. Officer Johnson followed Wake EMS 38, which was transporting Mr. Oppedal to Duke Health Durham. Officer Johnson stood by with Mr. Oppedal until Capt. Woodlief arrived to attempt to interview him about what had occurred on the aircraft. See Capt. Woodlief's supplement in regards to Oppedal's statement. Supplementary Information Lt. S. M. Briggs: On Monday, 29 July 2022, at approximately 1710 hours, I was contacted by Captain C. Slavik and briefed on the Alert 3 incident involving aircraft N497CA and Charlie Crook. He requested that I maintain continuous security at the final resting position of the aircraft. After receiving the briefing I posted MO Smith on RDU runway 5R/23L to provide security for the scene. Smith relieved Ofc. Bolebruch. At approximately 1743 hours, I received a shift briefing from Lt. Wegner. He informed me that the EOC was in the process of closing down and that CFR had a direct communications line with the Incident Command Post managing the search for Crooks. At approximately 1755 hours, I contacted RDU Operations Office Trent Hardee via the Duty Phone. Ops Ofc. Hardee advised me that the company owning the aircraft was responsible for removing the aircraft from the airfield. He did not have an exact time, however, he thought it would not occur prior to 0900, 30 July 2022. The aircraft recovery									
12. CLASSIFICATION		13. HOW RECEIVED		14. DISPOSITION		15. OFFICER ASSIGNED		17. DATE PRINTED	
☒ General Police ☐ Traffic ☐ Emergency		☐ Crime ☐ Special Activity ☐ Technical Service		☐ Phone ☐ On-View ☐ Walk-In ☒ Communications		☐ Pending ☒ Complete ☐ See Inv. Report		1926 - Lieutenant Eric E. Wegner	
						16. OFFICER SIGNATURE [REDACTED]		MO DAY YR 08 / 03 / 2022	

8/3/22

efforts are being coordinated through Airport Operations. Additionally, Mr. Hardee advised me that the NTSB was not going to be the investigating agency. They had handed the investigation over to the FAA Flight Service. No time was provided concerning the FAA's arrival. During our coordination meeting, Mr. Hardee informed me that officers could access runway 5R/23L by utilizing the service access off of zone Charlie. I placed traffic cones along the route from Zone Charlie to the crash site. Additionally, officers were instructed to remain out of the grass area and between the portable light sets in order to limit contamination of the crash site.

At 1852 hours Chief Steele Myers contacted me on the Duty Phone. Chief Myers advised me that body of Charles Cook had been located in near a residence in Fuquay-Varina, NC.

At approximately 1920 hours, RDU Central Communications informed me that a "witness" to the crash was parked at Terminal 2, lower level. This information was reported to Central by a TCO. The witness left the area after picking up their arriving party without providing a statement.

At approximately 2145 hours I was informed by the officer securing the crash site, that Airport Operations had stopped at the crash site and allowed a civilian to enter the aircraft.

At 2218 hours, I sent an text message to Captain's Slavik and Woodlief asking them for clarification concerning the aircraft's status as a crime scene, the need to keep the aircraft in the same condition it was in at the time of the incident, and who was authorized to release the aircraft or access it.

At 2242 hours, I reached Keenan Ormand via the Aircraft Operations duty phone. I asked him about who had authorized entry into the aircraft - Ormond stated that reportedly an individual with the company's operations center (Eric was the only name provided) was allowed by Ops to enter the aircraft and secure the ramp doors. I questioned the decision to change the configuration of the aircraft prior to the FAA's inspection. Accordingly, I informed the police officers that no one was allowed to access the aircraft without authorization from an RDU Police Department supervisor. The only exception would be a member of the FAA's Flight Service investigations team.

No other events were noted following Airport Ops accessing the aircraft. C Squad was relieved of the security detail at approximately 0518 hours, 30 July 2022 by D Squad.

Supplementary Information Lt. E E Wegner:

On 7/30/22 D squad relieved C squad for the security detail of the aircraft. At approximately 8:50 hours Mike Allen [REDACTED] from the Greensboro FAA arrived to examine the aircraft for their investigation. The FAA cleared the aircraft shortly thereafter. Justin Watlington [REDACTED] the manager for Rampart Aviation, then responded and facilitated moving the aircraft to the General Aviation Terminal/Tarmac (where it is still currently located as of 7/31/22), at approximately 11:30 hours. At was at this point that RDUPD released their security detail of the aircraft.

Captain Woodlief: Interview of Michael Oppedal

On Friday, July 29, 2022, at approximately 2:53 p.m., a Casa 212 (Registration: N497CA) aircraft declared an emergency landing on RDU's 5R-23L runway. RDU Law enforcement assisted with escorting EMS and Raleigh Fire from ARF to Terminal 1 North Ramp. The aircraft was missing its right-side fixed landing gear, it landed without issue. Based on the emergency radio traffic, law enforcement was informed an unknown occupant, had exited the aircraft mid-air before the final approach to RDU. The exact location of the event was unknown, but it was believed to have occurred over southwest Wake County.

The pilot was later identified as Michael Donald Oppedal [REDACTED] of [REDACTED]. Once he landed, Oppedal informed first responders of an injury to his back. Oppedal was transported to Duke University Medical Center.

The missing co-pilot was later identified as Charles Crooks [REDACTED] of [REDACTED].

At approximately 4:15 p.m., Officer J. Johnson and I met and spoke with Oppedal at the Duke University Medical Center's emergency department.

Oppedal and his co-pilot Crooks were both employed as pilots of Rampart Aviation and were assigned to a government contract, flying out of a private airstrip in Raeford. Oppedal stated he and Crooks met for the first time during this assignment and flew together Thursday and Friday. They took turns piloting the Casa 212 for government training exercises out of the "Raeford-West" airstrip.

Oppedal arrived in North Carolina from Colorado this past Wednesday (July 27, 2022). He was staying in Wilson at the Candlewood Suites.

Oppedal said they were basing their aircraft operations out of the Rocky Mount-Wilson regional airport and flying to Raeford for the contracted flights.

Oppedal stated on Friday morning, he and Crooks flew in the Casa 212 from Rocky Mount – Wilson airport to Raeford. Crooks piloted the aircraft for that trip without event or issue.

Oppedal explained they met with their clients and decided to perform two flights. The first flight Oppedal piloted without issue or event. The second flight Crooks piloted and had a solid flight until the final descent. Oppedal stated Crooks' descent encountered windshear and claimed it felt like the bottom of the plane dropped, leading into a very hard landing. Oppedal claimed the landing was so rough, he took over the controls and aborted the landing for safety concerns.

Oppedal stated he was concerned about potential damage to the aircraft and conducted a flyover safety check. The airfield personnel unfortunately observed the right rear fixed landing gear was missing.

Oppedal claimed upon receiving the damage report, the decision was made to attempt an emergency landing at RDU. Oppedal mentioned he and Crooks were operating using split radio communications; Oppedal communicated with RDU, while Crooks communicated with Fayetteville. Once the plan was approved through air traffic control to continue to RDU, they returned to shared radio communications. Oppedal said he and Crooks developed their internal plan for the RDU landing.

Oppedal stated as they were twenty minutes into their flight to RDU, Crooks became overly apologetic and visibly upset about his hard landing and the damage to the aircraft. Oppedal claimed Crooks opened his vent window for more fresh air. Oppedal also thought Crooks may have thrown up out of the vent window but was not sure.

Oppedal recalled Crooks reached back behind the seats and pull the rear ramp cockpit lever, which lowered the aircraft's rear ramp door. Oppedal stated Crooks unbuckled his seatbelt, said sorry Mike, stood up, and ran out the back of aircraft through the ramp door.

Oppedal claimed he watched Crooks from over his shoulder as he went out the rear door. The aircraft was at 3500 feet on a 0-5-0 heading towards RDU with 2000 pounds of fuel.

Oppedal stated after he observed Crooks jump, he turned the aircraft towards the east to attempt to search for him. However, Oppedal was informed by the tower to continue back to the 0-5-0 heading towards RDU.

Oppedal went on to describe his emergency landing at RDU. That concluded the interview with Oppedal.

Others Involved

Seq. # 1	Person Type: Other	Involvement: Pilot	Name: Crooks, Charles Hew Dalrymple					
Home Address: [REDACTED]		Home Phone Number: [REDACTED]						
Social Security Number: [REDACTED]		Driver's License Number: [REDACTED]	State: NC	Date of Birth: [REDACTED] 1998	Age: 23	Race: W	Sex: M	
Seq. # 2	Person Type: Other	Involvement: Pilot	Name: Oppedal, Michael Donald					
Home Address: [REDACTED]		Home Phone Number: [REDACTED]						
Social Security Number: [REDACTED]		Driver's License Number: [REDACTED]	State: CO	Date of Birth: [REDACTED] 1970	Age: 51	Race: W	Sex: M	