

Timothy W. Monville
Sr. Air Safety Investigator
OAS-Eastern Region Aviation

Date: May 28, 2023

Subject: ERA23FA249, Record of Conversation/Interview

Contact: John Snurkowski

Mr. John Snurkowski, co-owner of Just Jump Skydiving was contacted on May 28, 2023 at 1750 EDT. He was called at [REDACTED] He provided an e-mail address of [REDACTED] He was also contacted by phone the same day at 2118 EDT. That call lasted until 2129 EDT. He was contacted at the same phone number.

He was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

He indicated at the on-set of the call that someone from the Highway Patrol took the maintenance records, but he did get a receipt for them. It was subsequently learned by NTSB that the maintenance records were taken by someone from the Chenango County Sheriff's Office. He indicated that the airplane was operated on 100LL fuel. The accident pilot had flown with them part time last year and he began flying with them this spring. The airplane was operated using 100 low lead fuel.

Earlier today at 1000, the pilot performed a preflight inspection of the airplane and performed a flight. He then returned and used a dipstick to determine the fuel level in both tanks telling him that there were a total of 40 gallons on board. The accident pilot flew a 2nd load of skydivers and returned and landed uneventfully. With respect to the accident flight, there were 4 skydivers on-board, including himself. The flight departed about 1400 EDT and climbed to 11,000 ft mean sea level, or 10,000 ft¹ above ground level (agl) over the airport where all 4 skydivers exited simultaneously. He indicated that when they exited the airplane everything was ok. Over a radio in their hangar, his wife (Kathleen) heard the pilot announce of the common traffic advisory

¹ Based on OIC airport elevation of 1,024 ft, the altitude was about 9,976 ft agl.

frequency (CTAF) that all jumpers were away. The pilot also made a call that he was at 6,000 ft msl descending for downwind. She reported hearing a transmission of his voice but the communication was not clear and it did not sound normal. His wife asked him to repeat the transmission but he did not respond to her request. All jumpers landed and he reported there was an airplane on a taxiway and he thought the pilot must be setting up for landing, but when he did not he became concerned. He then heard sirens associated with first responders and proceeded to the area. He indicated that each jump flight burns 7 to 9 gallons, and since the pilot last dipped the tanks, then flew 2 flights, there still should be 20 gallons on-board.

He also indicated that Mr. McMahon flew the accident airplane on May 27, 2023 and reported no issues with the airplane or engine during his flight.

He was asked the following questions –

Was there video recording equipment on board?

There was a case for the Go-Pro camera but it was not in use. There was a iPad on-board that used the ForeFlight APP.

When was the airplane fueled last?

Probably May 27, 2023.

Is the airplane insured?

Liability only. They had a propeller strike incident last year and their insurance rates went up extremely high.

Where is the maintenance performed?

At Delaware Aviation, in Sydney, New York.

This call lasted until 1801 EDT.

The digest was e-mailed to him for review on May 28, 2023. He replied the same day at 2345 EDT with changes that were incorporated into the narrative. The corrected digest was e-mailed to him for FINAL review on May 30, 2023. He did not reply. The FINAL digest was e-mailed to him and the investigative team on February 10, 2025.

Timothy W. Monville
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OAS-Eastern Region Aviation

Date: May 28, 2023

Subject: ERA23FA249, Record of Conversation/Interview

Contact: Martha Romahn

Mrs. Martha Romahn was contacted on May 28, 2023 at 1931 EDT. She was called at [REDACTED]
[REDACTED] She provided an e-mail address of [REDACTED]

At the beginning of the interview she 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. She 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; she agreed to the interview without representation.

She was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

She provided a home address of [REDACTED] Norwich, NY. She is not a pilot, nor a mechanic but she is mechanically inclined.

She was asked by NTSB the following –

Where were you when you saw or heard the airplane?

She and her husband Norman were on their patio of their house; the patio is located on the east side of their house. They were looking east towards the Lt Warren Eaton Airport (OIC), Norwich, New York¹. From their house they can see the whole valley. Norman and her heard a strange noise that was “really close”, then heard an airplane over their house, “very low.” The airplane just cleared the tops of nearby trees. As it flew over their house, they heard the engine sputtering and

¹ Using Google earth, their house was located 1.84 nm and 264° from OIC, and 0.87 nautical miles and 243° from the reported accident site. They were located at 42.563583° north latitude and -75.565343° west longitude.

when the airplane was over trees, the engine shut off. She indicated that the pilot tried to start it. They didn't hear any more engine sounds then heard the impact. They could not see where he went down and there was no flames or explosion. She called 911².

NTSB Questions Continued –

What direction was it flying when it went above your house?

Flying east to where the sun comes up.

How high above your house was it flying?

They first heard the airplane and it flew over their house about 40 ft above it. It just skimmed trees which are 65 ft tall. The airplane was descending. Once it passed the trees the engine was sputtering bad.

Did you see any smoke or fire trailing the airplane?

No, it was gliding and the engine was sputtering, which she described as “chugging having engine trouble.”

Could you see the pilot?

No, they first heard a sound, and saw the airplane descending. They had a view of the side of the airplane.

What side did you see?

The pilot's side. She called 911 at the time of hearing the crash.

The call ended at 1945 EDT.

The digest was e-mailed to her for review on May 28, 2023. She replied the same day at 2046 EDT with, “Received, thank you. All is correct.” The FINAL digest was e-mailed to her on May 28, 2023.

² Sgt. O'hara of Chenango County Sheriff's Office reported that the 911 call from Martha's cellular phone was received at 1452 EDT.

Timothy W. Monville
Sr. Air Safety Investigator
Office of Aviation Safety - Eastern Region

Date: May 29, 2023

Subject: ERA23FA249, Record of Conversation/Interview

Contact: Kathleen and John Snurkowski (Co-Owner's of Just Jump SkyDiving, LLC)

Kathleen and John Snurkowski co-owners of Just Jump SkyDiving, LLC were interviewed at their hangar at Lt Warren Eaton Airport (OIC), Norwich, New York on May 29, 2023 at 1413 EDT. Mrs. Snurkowski provided an e-mail address of [REDACTED] while Mr. Snurkowski provided an e-mail address of [REDACTED]

They were advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

They indicated that the pilot performed a preflight inspection of the airplane that took about 15 minutes. They were asked about fuel purchased for N8775X and referred me to the OIC Airport Manager Shane Butler, whose contact is [REDACTED]

They were asked the following question -

Had they experienced any fuel related issue with the fuel purchased at OIC?

They have not had any issues with the fuel purchased at OIC. The airplanes are stored in a hangar.

The interview end time was not recorded.

The digest was reviewed with them during the interview and they agreed with the content. The digest was e-mailed to them both on May 21, 2025.

Timothy W. Monville
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OAS-Eastern Region Aviation

Date: May 28, 2023

Subject: ERA23FA249, Record of Conversation/Interview

Contact: Lisa and David Acenowr

Lisa and David Acenowr arrived at the accident site on May 29, 2023 at 1512 EDT. She provided a home address of [REDACTED] Norwich, New York [REDACTED] She provided a cell phone of [REDACTED] and an email address of [REDACTED]

At the beginning of the interview they were 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. They were also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; they agreed to the interview without representation.

They were advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

She is not a pilot, nor a mechanic, and she is not mechanically inclined.

She was asked by NTSB the following –

Explain where you were and what you saw/heard?

On their front porch of her house¹. She heard the engine shut off when the jumpers departed the airplane then she heard the engine start up again. A short time later she heard a car crash or metal sounds then sirens. She thought there was a car accident and noticed vehicles on a road. They had lived there for 37 years and were accustomed to airplanes flying in the area.

¹ She was located at 42.569491° north latitude and -75.544550° west longitude, or about 859 ft and 105° from the accident site.

NTSB Questions Continued –

Could you see the airplane?

No. After power reduction she heard power applied.

Was the engine sound continuous after hearing power applied to the crunching metal sound?

No, I didn't hear the engine.

What was the weather like?

No clouds.

Was it windy?

Not windy. On Saturday May 27, 2023, between 1200 and 1300, she heard an airplane flying which according to David had a darker color under the wingtips. The engine sounded not as crisp or smooth and sounded rougher.

The interview end time was not recorded.

The digest was e-mailed to her for review on May 31, 2023. She replied on June 1, 2023, at 0945 EDT with a correction to her e-mail address. She added, "Otherwise I find the interview statements to be correct." The amended FINAL digest was e-mailed to her on May 21, 2025.

Timothy W. Monville
Sr. Air Safety Investigator
Office of Aviation Safety - Eastern Region

Date: May 31, 2023

Subject: ERA23FA249, Record of Conversation/Interview

Contact: Kathleen Mangieri-Snurkowski, Co-Owner of Just Jump Sky Diving LLC

Mrs. Kathleen Mangieri-Snurkowski was interviewed at Albert S. Nader Regional Airport (N66), Oneonta, New York on May 31, 2023, at 1556 EDT. She provided an e-mail address of [REDACTED] Also present was Textron Aviation investigator Ricardo Asensio¹.

She was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

With respect to the iPad that the NTSB had retained, it is owned by her and her husband. When NTSB is finished with it return to their attention at [REDACTED] Laurens, New York [REDACTED]

With respect to fueling of N8775X, she reported that the accident pilot fueled the airplane at 1056 hours EDT on May 27, 2023. He added 30.30 gallons of 100 low lead fuel.

Mrs. Mangieri-Snurkowski indicated that their other airplane, N2889Y, a Cessna 182E, SN 18253889 is in Norwich, New York. One of their aircraft and 2 dipsticks. They bought 3 dipsticks and kept getting the wrong one. When they purchased the airplane last year² it had a dipstick. The accident pilot had also bought his own, and was in his personal bag at OIC airport. She reported that a witness heard a distress call for engine out and her husband will provide me the information.

She was asked the following questions –

¹ Textron Aviation was a party to the NTSB investigation.

² FAA Airworthiness Records from Oklahoma City, Oklahoma indicated that Just Jump Skydiving LLC purchased the airplane on August 19, 2022.

Was a weight and balance form completed for the accident flight?

Not for each flight. If people are large, they get accurate weights using a scale they have³ (Figure 1).

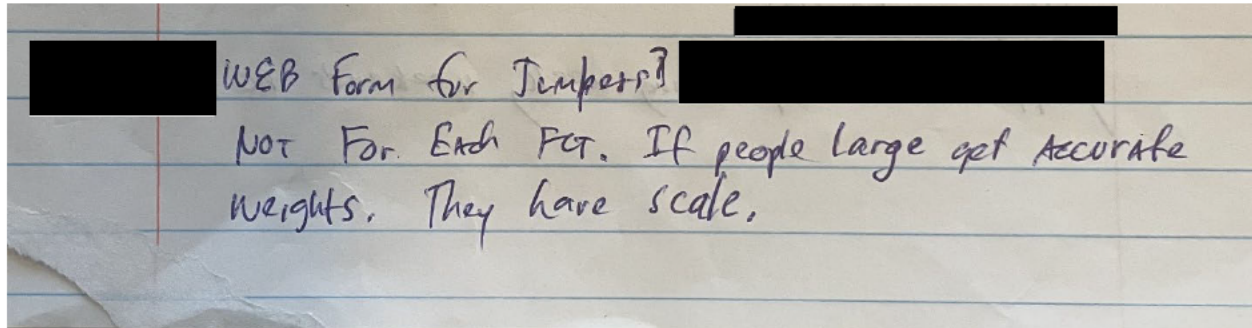


Figure 1 View of Excerpt NTSB Hand-Written Notes

Was anybody with the accident pilot when he added fuel?

Likely it was only him there. She will work on a timeline of flights since fueling.

Discussion of pilot information –

She indicated that the accident pilot was not on their insurance policy. He started flying for them in the Spring of 2022 flying until the end of October 2022, with some intermittent flying in the winter, weather permitting.

Describe a season for their operation?

They don't close down in winter, and will perform skydiving operations if the weather is good. They began flying their 2023 "season" 1 or 2 weeks before May 1, 2023, flying a few flights in April and a few in May 2023.

Describe a jump weekend?

It is by appointment only during the week and during weekends no appointment is needed.

How long has Just Jump Skydiving LLC been in business?

About 4 years.

She asked NTSB during the interview to send her a link to access NTSB Reports for the investigation.

³ The Textron Aviation investigator did not have independent notes of the interview.

The interview ended at 1715 EDT.

The digest was reviewed with her during the interview and she agreed to the content. The FINAL digest was e-mailed to her on May 21, 2025. She replied by e-mail on May 21, 2025, "I may have agreed with what you had reviewed with me at the time, but I do not have a recording. I am not confident that I would have told you a weight and balance was not done for every flight, as I would leave this task to the pilot in command."