

Inspector James Treiber Statement 06/08/2022@11:20AM at Scripps La Jolla Hospital with Mr. Matthew Wampler, certificate # [REDACTED]

Mr. Wampler and his mother were in his hospital room. Mr. Wampler was agreeable to speak with me (Inspector Treiber). Mr. Wampler stated that he wanted to help with the investigation and had been expecting the FAA to come. I asked Mr. Wampler to describe what happened on the day of his accident to the best of his ability. Mr. Wampler began by saying that he was training another pilot in how to fly the company aircraft. He said that he worked for Desert Sand an aircraft leasing company out of Texas. Go Jump had leased the aircraft from Desert Sand after their last 208 accident. Mr. Wampler continued by saying that he was a full time pilot for Desert Sand. I asked how Desert Sand paid them, and he stated that he receives a salary, and it does not matter if he fly's or not he receives the same pay. He also indicated that he was training the other pilot, to fly for Desert Sand, not Go Jump.

He had been flying with the other pilot for a week and a half to 2 weeks and indicated that he felt he would need to have flown with her for about another 2 weeks until she was able to fly the aircraft for jump operations by herself, to company standards. He also stated that she had around 25 to 30 hours of flight time in a 208, and she was doing very well. She was PIC of the aircraft but being trained to fly the aircraft inside company parameters. He also stated that he felt comfortable with her flying skills.

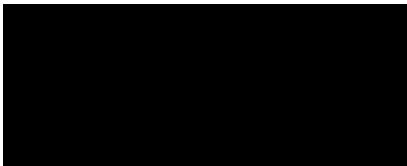
On the last flight he remembered taking off climbing to around 11,000 feet and then beginning their descent back to the airport. As they neared the airport he said that he could not remember what the gauges were reading but he felt that they were low and slow. He reached up at the same time as the other pilot to add power. He stated that the aircraft did not sound like any power had been added and again he could not remember what the gauges stated. He remembered that he knew they were low so he took the controls and attempted to turn the aircraft left, as he knew they were not making the runway and that he moved the fuel selector valve to get fuel from the right tank. (He noted that they always fuel and fly on the left tank and make sure that they never have a fuel imbalance.)

I then asked if he was up to a few questions, I asked if they were wearing their seat belts. He stated that he may be in the wrong but he fly's with only the lap belt on because it gets hot and the shoulder harnesses cut into his neck. He also stated that the head rest on the right side was not on the seat and he believes that makes it impossible to use the shoulder harnesses. I then asked for him to describe their standard descent into the airport from 11,000 feet. He said that they pitch the aircraft between 20 and 25 degrees nose down, at 110 knots, and over 3000 feet per minute descent rate. He stated that the aircraft they were in, the VSI only goes to 3000 feet per minute and the needle was completely buried. He also said that he has flown other aircraft where the VSI goes to 6000 feet per minute and that they will hit 5000 or greater on descent. He stated that he believes on average they were descending at over 5000 feet per minute. He stated that they do this to be efficient and to pick up the next load quickly. He also stated that they had been assured by the manufacture that this was well within the limits of the aircraft.

He then went on to describe the way they enter the pattern to land at their field in Texas and then how they have modified that for Oceanside airport.

In Texas they operate out of a private airstrip and they come down at a high rate of descent, turn a ½ mile to mile final and do all there configurations for landing when they turn final. They will land the aircraft as the jumpers are landing.

At Oceanside airport they come down at a high descent rate, enter the downwind and extend to about a 3 mile final. The land the aircraft just after the jumpers are on the ground. He also stated that they do this extended downwind at the airport manager's request because they received complaints from other pilots when they enter the traffic pattern from the 45 to the downwind, base and final like other aircraft. On the last pass when the accident occurred he believes they turned inside 2 mile final.



James Treiber

Aviation Safety Inspector

Inspector James Treiber statement 06/10/2022 at 11:20am on the phone with Mr. Matthew Wampler, certificate # [REDACTED]

I (Inspector Treiber) called Mr. Wampler to ask some follow up questions concerning his accident. He stated, as he had before that he was happy to help. I started by asking if he could tell me the configuration of the airplane on the descent into the final prior to accident. He said that the aircraft is configured with 0 flaps, power to idle, and prop full forward. (He stated that they always fly with the prop full forward and that real the only difference if you pull the prop back all the way, just before beta, is that you get 94% power versus 100%) I asked if the prop was ever in beta, he again stated it is always full forward and never goes into beta in the air. He then stated that they pitch 15 to 25 degrees nose down and maintain 110 to 120 knots. I asked if he knew what degree nose down he was on that day. He said that his attitude indicator did not work as the vacuum system was not operational on the aircraft and hadn't been for some time. He said that he knows from previous flights in other aircraft but in reality they pitch for 110 to 120 and maintain that all the way down.

I then asked if he remembered if the pilot in the left seat was wearing her seat belt that flight. He did not remember but stated that he did recall that on several other flights she had not been wearing her seat belt. I confirmed that she had on other flights not been wearing her lap belt or her shoulder harnesses. He confirmed yes, she had not.

I then asked why they performed the 360 degree left hand turn on final. He stated that he has been asked that question many times and he does not remember doing a 360 on final. He remembers turning onto final and realizing that they were a bit low and a bit slow. He stated that he thinks the other pilot might have started to add flaps and he reversed that but cannot completely remember. He then reached up to add power and he did not notice any change to the aircrafts profile or performance. (He believes the aircraft did not respond to him adding power.) He continued and stated, at that time he attempted to steer the aircraft to the left towards flatter ground and then he does not remember anything after that.

I asked him what his configuration is on final, and when he begins to stabilize for his approach to land. He said they turn a 3 mile final. Once established on final they add 20 degrees of flaps and power to maintain a 500 to 600 foot per minute descent rate, and once they know they will make the runway they add the final degree of flaps to 30.

I then asked what the Vne on the aircraft was. He stated that is was 175 knots, I asked what Vfe was, he said 10 degrees at 175, 20 at 150, and 10 at 125.

I asked what the purpose of the flight was other than dropping the sky divers. He said that he was giving the other pilot on the job training, to fly the aircraft in the jump environment. I asked if he was giving any endorsements after training was complete or if he was endorsing her logbook after each flight. He stated that she was a fully qualified pilot and that he was just giving her on the job training in company procedures and he understood that he did not need a CFI certificate for that. I asked under what authority he was giving instruction. He stated again that he was

only giving instruction on company procedures and understood he was allowed to do this and had done this many times for other company pilots.

I then asked about their fueling procedures again. He stated that the aircraft limitations are for no more than a 200lbs fuel imbalance between tanks. He indicated that they normally fly with 300lbs in the right tank, and start with 500 lbs in the left tank. They fly until they reach 100lbs in the left tank and refuel the left tank. The right tank is the reserve.

I asked about the Ipad on board and if they were using a data link for it. He said the Ipad was the other pilots and she had a wireless device that it was receiving data from.

At this point he indicated that his jaw was getting sore. I thanked him for his time and ended the call.

James Treiber

Aviation Safety Inspector