



**LOUISIANA AIR NATIONAL GUARD**  
122ND FIGHTER SQUADRON  
400 RUSSELL AVENUE BOX 27  
NAS-JRB NEW ORLEANS, LOUISIANA 70143-0027

15 January 2009

**MEMORANDUM FOR RECORD**

**FROM:** JOSHUA A. FOGLE, CAPT, 122 FS

**Subject:** 11 January Intercept of Piper Malibu over Florida

At approximately 2015 the night of 11 January myself (CESAR 52) and Major Matt Rippen (CESAR 51) were scrambled to intercept a Track of Interest (TOI) flying south into Florida. We were told by Eastern Air Defense Sector (EADS), callsign Huntress, controllers that we were to intercept this TOI and that the pilot had radioed Atlanta Center saying his windscreen had imploded and he was bleeding profusely.

We got radar lock onto the TOI approximately 15 minutes later; it was at 3800 feet (MSL) and showing 90 knots true airspeed. I then used Night Vision Goggles (NVG's) to confirm aircraft type. I was unable to read the tail number in the low light. Huntress asked for an inspection of the aircraft, after which I saw and passed that the aircraft had no lights on inside or outside, and there appeared to be a door open.

Huntress directed the use of flares to get the pilots attention, but they had no effect. Approximately 10 minutes after the use of flares, the aircraft started what appeared to be a slow, relatively controlled descent. 15-20 minutes later the aircraft started a slow right hand turn, then impacted the ground 100 yards west of houses near the edge of a lake.

  
JOSHUA A. FOGLE, Capt, LA ANG  
Pilot, 122nd Fighter Squadron



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MEMORANDUM FOR RECORD


FROM: MATTHEW G. RIPPEN, MAJ, 122 FS

Subject: 11 January Intercept of Piper Malibu over Florida

At approximately 2015 the night of 11 January myself (CESAR 51) and Capt Josh Fogle (CESAR 52) were scrambled to intercept a Track of Interest (TOI) flying south from Alabama into Florida. We were told by Eastern Air Defense Sector (EADS), callsign Huntress, controllers that we were to intercept this TOI and that the pilot had radioed Atlanta Center saying his windscreen had imploded and he was bleeding profusely.

We got radar lock onto the TOI approximately 15 minutes later, it was at 3800 feet (MSL) and showing 90 knots true airspeed. I then set up an orbit around the TOI and followed it from the initial point of intercept until it entered Pensacola Approach airspace. CESAR 52 was in a lower orbit closer to the TOI, while I was well above the TOI, and we both visually watched TOI impact with the ground.

After impact both CESAR 51 and 52 stayed on station talking with Huntress and Pensacola approach to coordinate search and rescue efforts with local authorities. After rescue personnel reached the TOI crash site both CESAR 51 and 52 completed an uneventful return to base at NAS New Orleans.



Matt Rippen, Maj, LA ANG  
159FW Chief of Safety



Rippen Matt Maj  
159OG/DOA

01/15/2009 03:20 PM

To Robert L Bullock/ASO/FAA@FAA

cc Lopinto Michael J Col 159FW/CC

bcc

159OG/CC

Stavros Peter D LtCol

Sostarics

Subject RE: requesting statements for N428DC Accident

Robert,  
Attached are our signed statements. You can contact us for further  
information through the 159FW Command Post at [REDACTED] You have my  
email address.

Thanks,  
Maj Matt Rippen