



RECORD OF CONVERSATION

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Senior Air Safety Investigator
Eastern Region

Date: November 2, 2011
Person Contacted: Rick Hendrick, Hendrick Motorsports, N480JJ
NTSB Accident Number: ERA12FA056

Narrative:

During a telephone conversation Mr. Hendrick stated he and his wife Linda were passengers on a personal flight in a G150 from Stuart, Florida, to Key West, Florida, on October 31, 2011. They had stopped in Stuart, Florida, so his wife could visit her mother. The pilot-in-command for the flight was Mr. James Klepper who was located in the left front seat and the copilot was Mr. Jay Luckwaldt, who was located in the right front seat.

When they arrived back at the airport to continue to Key West they were met by Mr. Luckwaldt. He secured the cabin door and provided them with a normal passenger briefing. Mr. Hendrick stated he was in the left forward facing seat with his seatbelt on and his wife was in the right forward seat with her seat belt on. Neither of them had a problem with their seats during the flight until the accident.

Mr. Luckwalt returned to the cockpit and they taxied out for takeoff and departed. Mr. Hendrick stated the cabin door to the cockpit was open for the entire flight, but neither he nor his wife could hear any communication between the air traffic controllers or the flight crew. The airplane was equipped with an audio visual flight following screen and he normally watches it to see their position so see when they will arrive at their destination airport. Mr. Hendrick stated the crew did not provide them with an arrival briefing when they started their descent into Key West and he could not see the airport.

Mr. Hendrick initially thought they were on a straight in approach to the airport and did not have any real concern. He did not remember hearing the landing gear or flaps being extended, and he did not remember if he said anything to the flight crew on the approach. They did not land on the first attempt and he did not know why. The flight crew did not say anything to them. They were in a fairly quick traffic pattern and there were clouds. It was dark and he could not see much because the airplane was in a bank. Mr. Hendrick stated he was not sure if he was in a right or

left traffic pattern. He said he was concerned because anytime you make a missed approach it causes concern. The approach angle seemed to be a medium angle and the speed of the airplane was normal.

Mr. Hendrick stated the airplane touched down near the fixed base operator and he was not sure if it floated. He did not feel any braking action. It concerned him due to the delay in time to take any action and because he knew it was a short runway. When asked if he heard the slats deploy, Mr. Hendrick stated he knows what they are, but he could not remember. When asked if he heard the engine spool up and then down before going off the runway, Mr. Hendrick stated he did not remember. When asked if the flight crew gave any warning before the airplane departed the runway Mr. Hendrick stated no. He then stated he heard someone in the cockpit state "oh me, Oh God" and there was no braking action before the airplane departed the runway.

Mr. Hendrick stated there was a big bump and a jolt and his seat came out of the seat track and he went forward in the seat. He hit something with his right shoulder and collar bone and 6 ribs were broken. His seat hit his wife's left leg and cut it. She unbuckled her restraints and came to help him. As soon as the airplane stopped Mr. Luckwaldt came to the cabin to assist. Mr. Hendrick stated he smelled fuel and they evacuated the airplane through the cabin door. The flight crew informed him that the brakes had failed. He and his wife were transported to a local hospital treated and released. A company airplane was dispatched to Key West and they were transported back to Charlotte, North Carolina.