



RECORD OF CONVERSATION

Jim Silliman
Air Safety Investigator
Central Region

Date: 12/13/18
Person Contacted: Mr. Pat Sweeney, Jet Center
NTSB Accident Number: CEN19LA039

Narrative:

Mr. Sweeney said that he was in his office on the first floor of the Jet Center looking out the window that faces the threshold for runway 19. He stated that he watched the airplane “fall out of the sky.”

He observed that the airplane was too high over the runway, 130 – 140 ft, going too slow, and the wings were “fluttering.” He saw that the airplane was stalling. He said the nose pitched up and the right wing went down and hit the ground. He could see the belly of the airplane and he estimated that the angle of bank was possibly 80°. The airplane “slapped” down on its belly and the left landing gear punched through the upper wing skin of the left wing. The airplane bounced and skidded on the ground for about 500 ft.

He immediately went to the accident site. He jumped on an airplane tug and got clearance from ATC to go to the accident site. He arrived about 1 minute after the accident occurred and as the passengers were getting out of the airplane. He told the passengers to move away from the wreckage and asked if they were all right. They appeared to be okay. The passengers and pilot were later taken to the Jet Center conference room.

He asked the pilot, who he had not met before, what had happened. He reported that the pilot stated that he was flying 115 kts as always. He tried to push the nose down, but it wouldn’t come down. Then he added power and the nose pitched up and the airplane stalled. He said that the pilot and passengers did not go back into the airplane after the accident.

He didn’t go in the airplane but looked over the airplane. He said the AOA probe was iced over. There was some ice on the wings and tail but not a lot. The flaps were up; he didn’t know the

position of the flap handle. The windshield was iced up. During the recovery of the aircraft, the chief mechanic went in the cockpit and observed that the pitot switch was on.

He said the fire department arrived. The fire chief asked the passengers if they were okay, and they appeared to be all right. He didn't know why the ambulance didn't go to the accident site. The FAA inspector arrived about 35 minutes after the accident.



RECORD OF CONVERSATION

Jim Silliman
Air Safety Investigator
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Date: 12/14/18
Person Contacted: Mr. Jodi Fischer, Jet Center
NTSB Accident Number: CEN19LA039

Narrative:

Mr. Fischer said that he was in the 2nd floor of the Jet Center looking out the west facing window and saw the airplane as it was on final over the runway threshold. He said the airplane looked "odd." The airplane was over the runway, but it was high, 30 – 50 ft. He said it was way too high for the flare. The nose was high and then it leveled off. Then the nose rose up and the wings started waffling – you knew it was going to stall. The right wing dropped and hit the ground about 2 seconds later. He estimated that the angle of bank was possibly 40°.