

**From:** [Patrick](#)  
**To:** [Robert Hoover](#)  
**Subject:** Patrick's statement  
**Date:** Tuesday, July 19, 2016 1:04:06 PM

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Sent from my iPhone

Begin forwarded message:

**From:** Crystal Phan <[REDACTED]>  
**Date:** July 19, 2016 at 1:00:09 PM MDT  
**To:** Patrick Mulhern <[REDACTED]>  
**Subject:** Fwd: Hello! It's Crystal

----- Forwarded message -----

**From:** Crystal Phan <[REDACTED]>  
**Date:** Thursday, July 14, 2016  
**Subject:** Hello! It's Crystal  
**To:** Patrick <[REDACTED]>

Sent from my iPhone

> On Jul 13, 2016, at 9:12 PM, Crystal Phan <[REDACTED]> wrote:  
>  
> Here is the statement from Patrick:  
>  
> Tail Strike Incident: June 27th, 2016  
>  
> Flight was a Super King Air 99. The manifest jumped loaded the trailer to be  
taxied to the runway. We then stopped and picked up a jumper late for the trailer  
ride. We then climbed to 5,000ft. and 2 hop and pops exited under normal light  
sequence. Normal light sequence is as follows: Yellow light= open door, green  
light=look and jump, red light=don't jump. After hop and pop exit, door was  
closed but yellow light remained on. The yellow light remained on and we  
climbed to 12,000ft. As we turned on our final approach to jump run door was  
opened by unknown party, possibly employee of Mile High Skydiving or Jason  
Vickery. As we flew over the east end of the runway the green light went on and  
Jason got into position on hang bar outside of aircraft. I, Patrick, followed in front  
floater position. With 3rd jumper inside aircraft. This exit was rehearsed prior to  
boarding plane. The airspeed seemed much higher than usual. I had trouble

hanging on but made exit count with my swinging leg. I almost immediately felt impact on back of head/helmet and could not move arms. I continued to fall in a back to earth position until my AAD (automatic activation device) fired. I remained conscious until impact with ground. I believe the tale strike was due to pilot negligence and the plane was not properly configured for sky diving exit. I also believe that the plane was still in a climb and traveling above normal jump run speeds. Fellow skydiver Jason Vickery contacted me and witnessed the entire accident. Jason claims when myself, Jason, and Nico let go of the plane the wing flaps were still in a climb position and the aircraft made no attempt to slow down. He stated it took all of his strength to hold onto climbout bar. He said the increased speed made his exit unstable and he was "washed out" and flipping for a few seconds

> before he was able to stabilize his free fall. He witnessed Patrick falling on his back and not making any maneuvers (apparently unresponsive). He said upon landing a lot of people were inspecting the substantial tail damage to the tail of the aircraft. He said everyone at the dropzone (MileHi) claimed pilot error and he claims the pilot was fired. He also stated all MileHI employees were "tight lipped" when he inquired about Patrick's condition cause of accident.

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**From:** [Patrick](#)  
**To:** [Robert Hoover](#)  
**Subject:** Statement  
**Date:** Tuesday, July 19, 2016 1:14:25 PM

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In my statement I said the hop and pop group exited under "normal light sequence". I can't recall if they ever got the 'green' Jason states they exited under yellow light. I find it very important that we were surrounded by senior mile hi staff, and Jason reported the yellow light confusion. I also believe it was a member of mile high staff that opened the door around 12,000'agl,

Sent from my iPhone  
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**From:** [Patrick](#)  
**To:** [Robert Hoover](#)  
**Subject:** Helmet altimeter  
**Date:** Tuesday, July 19, 2016 1:22:28 PM

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The device is an N3 visual/audible altimeter. Under normal use you can set audible alerts when you reach programmed altitudes, ex. Beeps when you reach 5,000', louder/faster beep at pull altitude of ,3,500', constant beep when U reach 2,000' , it also logs exit altitude, and altitude of canopy/ parachute inflation

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## Lindberg Joshua

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**From:** [REDACTED] >  
**Sent:** Friday, December 09, 2016 12:32 PM  
**To:** Lindberg Joshua  
**Subject:** Patrick Mulhern- skydiver ppreluminary summary

Mr. Lindberg,

I read the ppreluminary summary and i wanted to address two statements. The pilot stated he swithed on amber light. That is not true, the light was amber and was switched to green and my group of three exited. I believe this was made clear by the witness statements. It also states a group of three skydivers where about to exit , but the pilot fipped the light to red and instructed the remaining skydivers to stay onboard. The fact is a group of two skydivers did exit after my group under a green light. The pilot statement makes it seem like we exited way too early far from the airport. I contest this because when we spotted the jump the exit spot was normal for being the first group out with many groups behind us. When the light turns green u look for your landing area and then exit. Rich and his partner landed safely at the main landing area. Im fact all skydivers who exited landed in the main landing area. They reported that the exit was unexpectedly violent but gained stable freefall and eventually landed near the main mile hi hanger.

Please contact me if you have any questions.

I firmly believe it is time to create an industry wide rule that ends climbing exits and adopts safe guards to prevent future injuries and death's.

Thank you,  
Patrick Mulhern  
[REDACTED]

Accident occured at Longmont airport, Colorado 6/26/2007

\* the preliminary says it occurred 6/27/16

Sent via the Samsung Galaxy Express 3, an AT&T 4G LTE smartphone