



RECORD OF CONVERSATION

Thomas J. Latson, Jr.
Aviation Accident Investigator
Central Region

Date: August 12, 2012
Person Contacted: Ms. Robin Carroll
NTSB Accident Number: CEN12FA534

About 1200 hours on August 12, 2012 I spoke on the phone with Ms. Robin Carroll. She told me:

- She is an employee of Barron Aviation.
- On the day of the accident she had been working at the skydive operation at the Taylorville, Illinois airport, but she was not a witness to the accident.
- The airplane was owned by Barron Aviation.
- Mid-America Sport Parachute Club was to pay a fee to Barron Aviation.
- Barron Aviation was to provide the airplane, aircraft maintenance, the fuel, and the pilot.
- The pilot was a part-time Barron Aviation employee that was paid by Barron Aviation for his pilot service duties.
- The pilot was a personal friend of hers.
- When I asked her about arrangements for removal of the wreckage, she told me that she thought that Barron Aviation probably did not have "hull damage" insurance coverage on the airplane.
- She was unsure if Barron Aviation had any other insurance that might cover the costs of wreckage removal, but said she would try to contact her insurance carrier to check that out.

Latson Tom

From: Mike Barron <[REDACTED]>
Sent: Sunday, August 12, 2012 11:10 AM
To: kerry.j.gambre [REDACTED]
Cc: Latson Tom
Subject: N697Q
Attachments: N697Q logs.zip

N697Q was at Taylorville being rented by MASPC for their weekend event. It was a verbal agreement as we rent equipment back and forth often. The aircraft departed Hannibal Regional airport sometime Friday morning. I have attached my log records for the aircraft. Let me know how else I can help as well as any discoveries you are able to share.

Mike Barron

From: [REDACTED]

Sent: Tuesday, August 14, 2012 12:57 PM

To: Latson Tom

Subject: Per your request here is my statement regarding the Beech 18.

I, Gregory A Palmer, as a representative for the Mid America Sport Parachute Club, was the person that spoke to Mike Barron with Barron Aviation for the use of his Beech 18 airplane for the Mid America Sport Parachute club located in Taylorville Illinois. Per our conversation, the Mid America Sport Parachute Club would compensate Barron Aviation \$550.00 USD per hour for the use of the Beech 18 airplane. The \$550.00 USD per hour included the Airplane, the Pilot and the Fuel for the airplane. The Beech 18, tail number N697Q would arrive at the Taylorville Municipal Airport on Friday Aug 10, 2012 around noon and was to depart the Taylorville Municipal Airport on Sunday Aug 12, 2012 around 6 PM. The plane was going to be used for skydiving activities.

If you have any questions or need any other assistance please let me know. Have a great day.

Gregory A. Palmer

[REDACTED]



PRIVATE FLIGHT SERVICES L.L.C.

Hannibal, MO 63401

Report: BA-468 Accident

August 14, 2012

This report is constructed from multiple sources regarding the accident involving Beechcraft G-18-S N697Q and pilot Brandon Sparrow.

Barron Aviation Private Flight Services LLC (BAPFS) had possession of N697Q from Barron Aviation LLC (BA) for the purpose of leasing for skydiving and training.

BAPFS was contacted earlier this summer by MASDC to reserve our aircraft for their event beginning August 10, 2012. The aircraft was reserved on its calendar for August 10 – 12. They were informed we did not have pilot services only the aircraft rental. They contacted Brandon Sparrow to fly for them and he in turn came here for his required checkout. He had flown for them in years past and had a complete knowledge of skydiving operations as well as being a skydiver himself. During our initial visits he had informed me of his tailwheel, aerobatic and maintenance experience. His check out training went well and he demonstrated good knowledge and motor skills. No concerns were noted and no items had to be repeated. He was given two copies of the skydiving operations checklist with repeat items and critical items highlighted. He also took a loaner copy of a Beechcraft 18 Flight Operations Manual for further study.

After completing his check out in the Beech 18 he was contracted to fly once at Rapid Descent Skydiving with no reported performance discrepancies. He seemed quite comfortable and competent by everyone present.

The day prior to the MASDC event they picked up our fuel tank, nitrogen bottle, oil, etc. sometime Friday morning Brandon picked up the aircraft along with oil drain jugs, flight and maintenance logs, tie downs, etc. and took it to Taylorville IL. Later that day I was informed one of the seatbelt ends was missing in the cabin. This was not a real problem since the plane is outfitted with extras for seating convenience but I took an entire replacement assembly to Taylorville and changed it out. I arrived to see the plane just climbing out and witnessed a truly beautiful landing upon its return. Brandon informed me the plane was behaving perfectly and everything was going great. I met his wife and they left in a hurry asking if I would tie down the plane. After the belt assembly change the plane was tied down. That evening I got to visit with Jerry, one of their other pilots, and he had nothing but great things to say about the plane and Brandon's operation.

The next morning Robin Carroll got a call informing her "the Beech went down in town due east of the airport". She and I proceeded to the location where we got a preliminary briefing and gave contact info to the fire chief. We then proceeded to the airport where I was briefed by the skydivers and ground witnesses. Each of the jumpers had already completed statements of which I was given copies. After a full afternoon of

visiting with everyone involved, this is the picture of the operation beginning Saturday morning:

- Brandon appeared fine but for some reason he seemed in a hurry (as reported by several people).
- He was conducting takeoffs downwind to the south. (sometimes we as pilots will accept a small tailwind in favor of open fields for emergencies so long as there is adequate runway. The open fields were to the north.)
- There is report of video showing skydive exits on Friday with flaps down and Saturday (prior to the accident) with none.
- The skydivers requesting an “11 way with video” were given what was reported to me as a very short briefing that consisted mostly of notice that the airspeed would be up around 120 to 130 mph range. (This is correct thinking but missing some key components. BAPFS policy as posted all over the inside of the plane and on video states clearly no more than 4 people in the door area unless briefed otherwise with the Pilot in Command. This briefing would have to include how many people could be in the door area and how many had to stay forward to remain within limits. It also clearly needed to include a review of the light signals and their meanings even though they are also clearly posted about the cabin.)
- Video review showed the following:
 1. Several minutes prior to jump spot the engine parameters are normal but airspeed is at least 20 mph slow (95-100 instead of 120-130)
 2. It appears shoulder harness is properly positioned but I could not verify the lap belt position.
 3. Before any indication of even being on jump run there are already several jumpers back in the door area and others have scooted toward the back on the benches.
 4. The red Jump run light may never have been turned on. First view is of the yellow light.
 5. Jumpers initiated their own exit on a yellow light.
 6. The flaps were extended momentarily then retracted.
 7. During the stall/spin entry it appears the elevator remained full nose down with some aileron input and no rudder input.
 8. After one turn the plane appears to have stopped rotation (characteristic of the plane with no control input) and with moderate back pressure or trim would have recovered.
- It seems clear something was not right on Saturday August 11th leading to these events but the real question in my mind is why Brandon did not recover from a mild one turn spin? Was he not belted in and the nose down trim threw him out of his seat when inverted? Did he panic and try to get out? We may never know the answers to these questions but what we do know is proper procedures would have negated the need for any recovery. We have all seen through the years the “trail of mistakes” leading to the scene of the accident, any one of which, if corrected, could have prevented the outcome. Several people had concerns over the downwind takeoffs but not a word was spoken. Jumpers noticed no flaps but not a word was spoken. Several people noticed Brandon rushing about but no-one checked in with him to find out why. Maybe some words would not have changed a thing but they certainly would not have made things worse.

Mike Barron - Member