



RECORD OF CONVERSATION

Jason Aguilera
Air Safety Investigator
Central Region

Date: January 28, 2015
Person Contacted: Shawn Morales, [REDACTED]
NTSB Accident Number: CEN15FA127

Narrative:

I performed a telephone interview with Mr. Morales at approximately 1220 mountain standard time on January 28, 2015 (the day of the accident). He confirmed that he had witnessed an airplane crash at Lake Texoma.

Mr. Morales stated that he was fishing on a boat today and the pilot had called him to inform him that he was going to fly over Mr. Morales. After overflying the boat, Mr. Morales did not see the airplane for again for some time. Mr. Morales had moved the boat's location and later saw the airplane fly over him again and then begin to circle around. He did not witness the pilot's descent, but his customer shouted and Mr. Morales turned to observe the airplane colliding with the water. He moved the boat over to the impact location and found the airplane's tail section and "shrapnel." The pilot did not surface and they were unable to retain the tail section before it sank.

When asked if he knew the pilot, Mr. Morales replied that the pilot was his best friend.

When asked how the pilot called him, if via cell phone or radio, he replied that he had texted the pilot earlier that he was on the water. The pilot then called him to let Mr. Morales know that he was going to overfly him. He noticed at that time the pilot had sent him several text messages.

When asked about what the pilot was doing flying over the lake, Mr. Morales responded that the pilot liked to fly around the lake and lived close by.

When asked about the approximately height of the pilot's crossings and after no answer, I offered the references of "over 50 feet", or if the pilot was lower at 20 feet. Mr. Morales estimated the heights at least 100 feet. He was adamant that the pilot did not cross at 20 feet or 50 feet.

When asked about the airplane and if anything came off or looked unusual, Mr. Morales said that there was “nothing unusual” about the airplane.

When asked about how the engine sounded, Mr. Morales said that he didn’t know what an airplane normally sounded like, but that the engine sound did not seem unusual.

If asked Mr. Morales if he had provided a statement to the Oklahoma Highway Patrol and he said that he had been sitting at a table with a representative just prior to my call.

I obtained an email account of [REDACTED] and asked him to also provide me a statement.

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RECORD OF CONVERSATION

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Air Safety Investigator
Central Region

Date: January 29, 2015
Person Contacted: Jacob Toews, CFI
NTSB Accident Number: CEN15FA127

Narrative:

About 1340 CST, a telephone conversation was conducted between me and the CFI of the accident pilot. On the telephone was also Jeff Jennings from the FAA FSDO office in Oklahoma City, Oklahoma.

Mr. Toews (hereafter referred to as the CFI) had previous flown with and provided instruction to Mr. Dearmond "Dee" Angle (hereafter referred to as the accident pilot). The CFI stated that he met the accident pilot several months ago. The accident pilot had contacted him with the desire to fly. The accident pilot had received instruction in a Grumman AA-1B and the piloting of the airplane by the accident pilot was "a little squirrely." The accident pilot then purchased a Vans RV-9A and that airplane was "easier for him to land." The CFI stated that to his knowledge, he was the only instructor to fly with the accident pilot. There were a few other friends of the accident pilot, but no additional CFIs. The CFI and the accident pilot had made trips to Oklahoma City to get work performed on the airplane. He recalled one instance where a navigation light was installed on the accident airplane.

When asked about the CFI's impression of the pilot's aviation skills, he remarked that the accident pilot's flight progression was slower than that of his wife, whom the CFI was also providing instruction to. He had cautioned the pilot "numerous times" about flying at low altitudes. "Several times he would fly lower than normal" and the CFI would have to correct the accident pilot. The accident pilot felt as though he knew more about flying than the CFI and would often referred to YouTube videos as evidence why he wanted to fly a certain way.

When asked about the accident pilot's stick and rudder skills, the CFI responded the accident pilot had no problems landing the airplane. The CFI had instructed the pilot on basic maneuvers and the pilot had a good understanding of stall recoveries. The CFI remarked that he perceived that the pilot was getting "cocky" with flying. The accident pilot had remarked to the CFI that he

had good fishing buddies and wanted to help them locate the areas where the fish were biting. The accident pilot informed him that by spotting flocks of feeding birds, he could locate where the bait fish were at and thus better fishing. The CFI had cautioned the pilot to “do it from a safe altitude.”

When asked about the accident pilot’s ability to turn steep turns and turns about a point, the CFI responded that the pilot “did good in turns.” The CFI remarked that the pilot only lacked instrument and night time. He had more than enough hours and estimated the pilot’s total time at 50 hours with a majority of that time in the RV-9A. The CFI was in the process of lining up instrument instruction for the accident pilot.

When asked about the history of the accident airplane, the RV-9A, the CFI recalled that there were no previous problems with the airplane. He stated that the airplane “flew like a champ.”

When asked about the pilot’s flights at low altitudes, he recalled a story that was told to him by the accident pilot’s wife. The accident pilot had flown over their house “way too low.” It concerned her enough to go out and wave her arms at the time. When he returned to the house later that day, he laughed about the incident to the wife. When asked when this had occurred, the CFI responded that he thought it had happened recently.

When asked about the last time that he had contact with the accident pilot, he stated that he had contact with the pilot the day prior to the accident. He assessed the pilot as being in a “good mood.” His father-in-law had recently passed and he had been supporting his wife and had flown the day before the accident. The CFI was aware that the accident pilot had telephoned his wife prior to takeoff.

When asked about medical or health concerns, the CFI knew of none. He was also unaware if the pilot routinely took medication. There was also no perceived emotional problems with the accident pilot.

When asked about the training provided to the pilot, the CFI responded that he had done the accident pilot’s solo training and had soloed the pilot in both the AA-1B and the RV-9A. They had recently performed a cross country flight.

When asked about weather on the day of the accident, the CFI recalled that there was a calm wind and high, thin layer of clouds.

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Central Region

Date: January 29, 2015
Person Contacted: Jamie Angle
NTSB Accident Number: CEN15FA127

Narrative:

An in-person interview was conducted with Jamie Angle, the wife of the accident pilot, Dee Angle.

When asked about the pilot's health, she reported that the pilot was in good health. There was no recent changes in his medical history.

She reported that the pilot flew regularly, but due to a loss in the family, he had not flown for about a week and a half. A day prior to the accident, he had flown solo in the accident airplane and was happy to be flying again.

When asked if the pilot was known to fly low, she responded that she wasn't sure what he did when he flew alone, but was not aware of any low flying activity.

When asked about the condition of the airplane. She reported that the airplane flew great and that there were no known problems with the airplane. The airplane was normally parked in a community hanger at the local airport.

She had flown in both the accident airplane (RV-9A) and the other airplane that they owned, a Grumman AA-1B. She preferred to fly in the AA-1B.

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RECORD OF CONVERSATION

Jason Aguilera
Air Safety Investigator
Central Region

Date: January 30, 2015
Person Contacted: Mike Ward, [REDACTED]
NTSB Accident Number: CEN15FA127

Narrative:

On January 30, 2015, about 1020 hours, a telephone interview was conducted with Mr. Mike Ward, land owner near Lake Texoma, who thought he saw the accident airplane (N708JE) on the day of the accident.

Mr. Ward lives at [REDACTED], Sadler, Texas, near the south border of the Hagerman National Wildlife Refuge. About 0845 on the day of the accident, he heard the sound of an engine starting up. He saw a white, small airplane about 400 feet high. He had not heard the engine running prior to hearing the "start up" sound of the engine. He recalled that the engine wasn't running right; it was "constantly sputtering" and "constantly missing." He watched the airplane as it came near his property from the northeast and then departed towards the southeast and flew out of sight.

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Updated Information

A review of the accident airplane's GPS revealed that the airplane was not airborne until 0955 and the closest proximity to this land owner was about 8.5 nautical miles north of his property. The airplane would have only been flying east to west or west to east. It is unlikely that this witness is describing the accident airplane.

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