

Skydiver Statements

Skydiver 1 – Richard Ligibel

Skydiver 2 – Jeff McHenry

Skydiver 3 – Terry Ball

Skydiver 4 – Julie Welchert

Skydiver 5 – Steve Sewell

Skydiver 6 – Jeff Schulte

Skydiver 7 – Mary Brooks

Skydiver 8 – Rick Holland

Skydiver 9 – Chris Sullivan

Skydiver 10 – Larry Thone

Skydiver 11 – Waylon Jesse

Skydiver 12 – Jaco Duvenhage

(As of August 20, 2012)

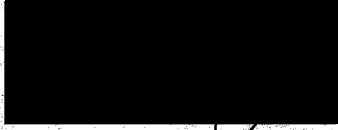
No statement has yet been received from:

Richard Ligibel

8/11/12

Jeff McHenry

I was on the rear float position. I was out side of the plane, when the formation left I left. Plane was starting to roll I got away from the plane and got clear.



Skydiver 2 - Jeff McHenry - REAR Float

TERRY BALL DA6302 8/11 BEECH 18

WE WERE ON LOAD #3. IT WAS A PLANNED 11 W/ WITH VIDEO. WE DISCUSSED 5 OUT AND 2 IN IN THE DOORWAY WITH THE PILOT PRIOR TO BOARDING. HE SAID THAT WAS FINE AND WE WOULD NOT SLOW DOWN TO LESS THAN 120 M.P.H. AND THERE WOULD BE A LOT OF PROP BLAST.

WE OPENED THE DOOR (YELLOW LIGHT) AT 11,000 FT AND THEN RECEIVED THE GREEN LIGHT.

I WAS THIRD PERSON OUT. ALL 5 WERE OUTSIDE THE AIRCRAFT - NOTING THERE WAS VERY LITTLE PROP BLAST - WHEN THE PLANE BEGAN TO SHIMMY AND GO UP AND DOWN. THE PLANE THEN ROLLED OVER TO THE LEFT (DOOR SIDE) AND THE SKY DIVERS EXITED.

AS WE WERE EXITING. THE PLANE NOSED OVER AND WENT INTO A DIVE. I WATCHED IT DIVE VERTICALLY FOR ABOUT 5,000 FT AND THEN STOPPED WATCHING.

I NEVER HEARD AN ENGINE STOP NOR ANY "OAH" NOISES I ALREADY MENTIONED, BUT THERE WAS "LESS THAN" EXPECTED PROP BLAST PRIOR TO ROLLING OVER AND DIVING.

[REDACTED]
[REDACTED]
TERRY, ILL 62294

(As of August 20, 2012)

No statement has yet been received from:

Julie Welchert

Skydiver 4 - Julie Welchert

11 Aug 12

I was the "spotter" and load organizer.

12 skydivers prepared themselves for exit. I was at the middle of the door and waited for the green light. Once illuminated, Rich climbed out, Jeff climbed out, I climbed out, Terry B. climbed out and Julie climbed out. With 5 of us outside we waited until the rest of the jumpers were ready. It took 10-15 seconds for the 5 of us to get outside. Near the end of the climb out, the normal sound of the engine changed and I felt the plane slow down. ~~It~~ It lifted up suddenly, but not violently. As the plane started to come back down it stayed in a descending motion, continued to slow down, and the left wing started to dip. The plane was basically rolling (aileron). I gave a fast "Ready Set, go" and leaped from the plane. The last visual I had of the plane was nose down in a dive. I tried to watch it but lost sight of it after 8-10 seconds.

Steve Sewell



JEFF SCHULTE

8/11/12

THE GREEN LIGHT WENT OUT. FIVE JUMPERS CLIMBED
OUT. I TOOK MY PEACE INSIDE AT THE DOOR.

I HEARD THE ENGINE CUT BACK & THE PLANE STARTED
ROLLING OVER. THERE WAS AN ALARM GOING OFF
AND LOTS OF SHOUTING GO GO GO. AS I LEFT

I SAW THE PLANE UPSIDE-DOWN BELOW US. I RESUMED
THE DIVE.



8/11/12

I was standing in the door getting ready to exit and I felt the plane tip toward the left (door side). I heard people say "go" so we got out. I didn't see the plane after that.

Mary Brooks

8/11/12

I was in the first dive position at the front of the door for a 11 way w/videos. As the floaters (outside the door) took grips, the tail of the Beech 18 rose then settled back, as this happened the plane began to barrel roll to the left. All of the jumpers immediately exited. I saw the left wing pointed forward at the ground as I cleared the door. I never seen the plane after that, nor did I see the crash.

[REDACTED]

11 MAY 12

I WAS ONBOARD THE BECH 18 THAT CRASHED. THERE WERE 12 SKYDIVERS, AND 1 PILOT. THE JUMP ORGANIZER BRIEFED THE PILOT ON OUR PLANNED EXIT, TO INCLUDE THE NUMBER OF JUMPERS OUTSIDE THE DOOR. THE PILOT ACKNOWLEDGED THE BRIEF, AND SAID OUR EXIT SPEED WOULD BE FAST, APPROX 120 KIAS, OR HIGHER.

CLIMBOUT WAS UNEVENTFUL. WEATHER WAS GOOD, ~~BE~~ VMC, WINDS AT GROUND LEVEL APPROX 10 KIAS FROM THE NNW.

JUMP RUN WAS ON A NORTHERLY HEADING, AT 10,500 FEET.

I WAS POSITIONED INSIDE THE DOOR, BEHIND MARY, IN A KNEELING POSITION. THE JUMP SEQUENCE BEGAN, WHEN THE STALL WARNING HORN WENT OFF. OUR LAST JUMPER YELLED SOMETHING TO THE EFFECT OF "GO, GO, GO" OR "GET OUT."

I EXITED RAPIDLY, I SAW THE PLANE IMMEDIATELY UPON EXIT BELOW ME, ROLLED OVER ON WHAT APPEARED TO BE ITS BACK. IT LOOKED LIKE THE HAD RELOADED CONTROL, ALBERT IN A STEEP DIVE.

AT THAT POINT I ORIENTED MYSELF TO THE GROUP OF ~~SKY~~ SKYDIVERS, TO RESUME THE PLANNED DIVE'S PARACHUTE DEPLOYMENT WAS UNWANTED.

I VIDEO'D PART OF THE DIVE, AND WILL PROVIDE UPON REQUEST.

CHRIS SULLIVAN

11 August 2012

Climb to altitude was normal. At 10500 or 11000 feet, jump run,
we started aligning ourselves in preparation for exit.
The aircraft tail slowly raised then the plane slowly
rolled to the left. We all exited quickly.
I was 3rd to the last jumper out. Joe was behind me.

Larry Thone

From: Waylon Jesse [REDACTED]
Sent: Tuesday, August 14, 2012 10:25 AM
To: Latson Tom
Subject: RE:

Thank you for your time this morning.

I have attached a map that I created to the best of my recollection. Due to my position in the plane during the ascent to altitude relative to any windows, I don't know the flight path other than the take-off and jump-run. I indicated both of those paths on the map. Also attached is a copy of my written statement from Saturday.

....

Additional information not included in my original statement:

According to my freefall computer (ditter) that was located in my helmet: my altitude from the aircraft was 10,900 ft AGL.

After the plane initially began to list, someone behind me (either Jaco or the pilot) said, "Go, Go, Go" or something to the effect to begin emergency evacuation procedures.

I believe the plane was on its right side (right wing down) when I exited.

I **think** I heard the engines cut out immediately before we began to evacuate. I can't be positive of this.

There was difficulty starting the right engine before takeoff. The pilot cranked the engine to get it started about 9 times before it fired up.

After I exited the plane, I tracked (moved in freefall) to the south. During that time (about 10 seconds after exiting) I saw the plane, belly to the West, in a steep dive. I did not see the plane again after that.

I hope all this information helps. Please feel free to contact me if I can help in any way or provide any more information.

Waylon Jesse

8/11/12

I was a skydiver on a load in a beech 18.

The climb to altitude was uneventful.

At approximately 10,500 ft AGL, after the 'yellow' light came on we began moving to the aft of the plane.

I felt the plane list as we moved to the rear.

The plane then listed heavily to the left.

I was the second-to-last to exit the plane.

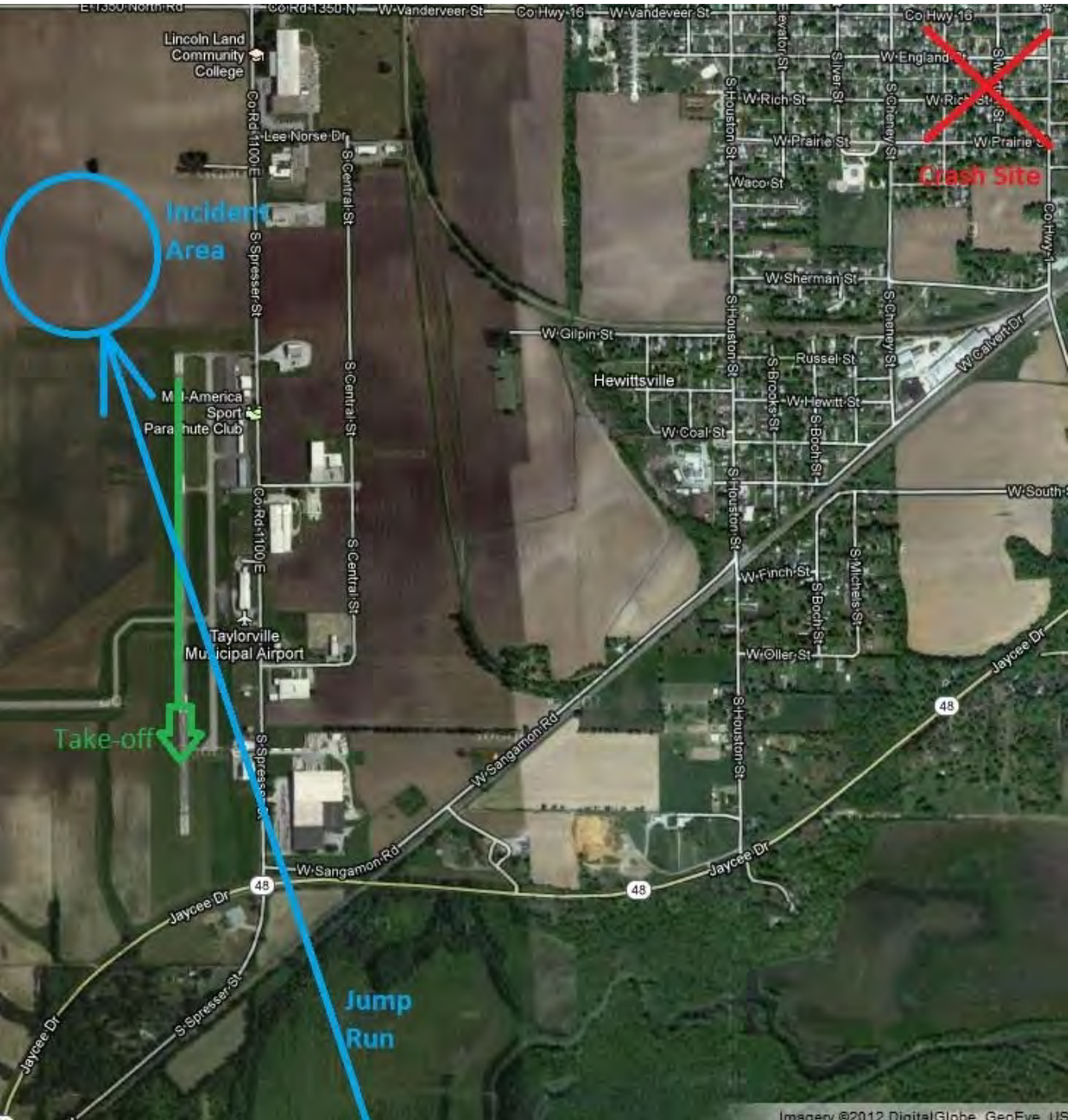
The plane was fully on it's side by the time I exited.

The rest of the dive was uneventful.

Signed,

[REDACTED]

/ Charles Waylon Jesse [REDACTED]



Skydiver 11 - Waylon Jesse

8/11/12

Last one out was Me. Jumpers were ready for exit, the stall buzzer went off and the plain was in a dive everybody got out, as I left I saw the plain still in a dive I landed safely.

Jaco Duvenhage

[Redacted signature]

Latson Tom

From: Kerry.J.Gambrel [REDACTED]
Sent: Tuesday, August 14, 2012 11:12 AM
To: Latson Tom
Cc: William.L.Cooley [REDACTED] david.l.slaybaugh [REDACTED]
Subject: Re: CEN12FA534 - Taylorville IL - Witness Statement and map from Skydiver Waylon JESSE

Tom,

Just took a statement from Jaco Duvenhage. Pretty much the same thing. they were at 10,500, aircraft jerked to the left, re-leveled, stall horn went off and aircraft went into a dive. It was Jaco that commanded everyone to get out. Aircraft was in a dive when he exited the aircraft and he was the last jumper to exit. He was facing aft and did not notice the flap position. Pilot told him prior to accident flight that he was going to maintain 120kts during the jump run but swears that he was nowhere close to 120, much slower. Said he lost sight of the aircraft shortly after bailing out but it appeared that he might be trying to pull out of the dive, but given the aircraft orientation and Jaco's orientation, he wouldn't swear to that. He will try to send me the video clip as soon as possible.

All for now.

Regards,

Kerry J. Gambrel
Principal Maintenance Inspector
Springfield, IL FSDO
[REDACTED]

From: "Latson Tom" [REDACTED]

To: Kerry J Gambrel/AGL/FAA@FAA

Date: 08/14/2012 10:59 AM

Subject: CEN12FA534 - Taylorville IL - Witness Statement and map from Skydiver Waylon JESSE