

## LeBaron Timothy

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**From:** Mike Jones [REDACTED]  
**Sent:** Saturday, January 19, 2008 1:09 AM  
**To:** LeBaron Timothy  
**Subject:** PA-46 crash south east of San Antonio

### Background:

I am a retired Navy pilot. I have 1,700 instructor hours in the T-34C (which has the engine as the PA-46.) I was also the Aviation Safety Officer for VT-28 in Corpus Chr Tx. and have attended Naval Aviation Safety Officer course at the Naval Post Graduat School in Monterey, Ca.

### Reference:

1.  
<http://www.mapquest.com/maps/map.adp?address=7173+FM+1628&city=San+Antonio&state=TX&78263&country=US>  
(use Aerial Image to view school)
2. With no viewable compass rose on the map ... assume the map is referenced to NORTH.
3. based on the assumption above Stuart Rd. (FM 1628) is orientated 015 - 195 degrees.
4. my position when observing the aircraft's initial penetration below the cloud deck was toward the middle of East Central High School's football / soccer at 1227 Lat. 29.35105, Lon -98.2965
5. All times CST.
6. At the time of the incident I observed the weather to be 500ft overcast 3miles visibility with drizzle mixed with light rain, temperature 3-4 degree winds from the North 10-15.

Friday, January 18, 2008 I was scheduled to referee a high school soccer game, start 1230. I was doing my pre-game with the coaches 1227 when I noticed a PA-46 aircraft descended through the a thin spot in the overcast over East Central High School. (approximately Lat 29.35234 - Lon -98.29673. I was surprised to see an aircraft tha over the populated area (school.) My initial thought (because of the wing shape and turboprop) was that it was a a T-6 Texan II from Randolf AFB about 12 miles north.

The aircraft leveled off (about 300 AFG) below the cloud deck and turned South (195 degrees) paralleling Stuart Rd. (FM 1628) he was paralleling on the West side of FM 1628. 1 or 2 minutes later (approximately 1229) I observed the aircraft (still about 300 AGL) now heading North (015 degrees) on the East side of FM 1628 still paralleling the road but much slower. I observed the aircraft start rolling to the right. (estimated position Lat. 29.3493 L 98.2944) At approximately 60 degrees angle of bank the nose of the aircraft fell th to an extreme nose low and then disappeared behind the trees. I heard the crash a fe seconds later and saw black smoke shortly after that. The aircraft exhibited a clas approach turn stall maneuver I had taught many times, but this time with no altitude recover.

I cannot tell you about engine (turbine) noise... I never paid attention to it. (One of the local news channels, one of the men being interviewed stated that he initiall heard a turboprop engine close to the ground, then lookup up.)

I have to assume that he was flying VFR below the overcast because he appeared to be following the road. Also, I've never seen any IFR approach that low or that reversed direction based on a road instead of an approach radial.

My final thought is... Did the aircraft stall then roll right, or did the roll right the stall?

Hope this helps.

Mike Jones M.Ed.  
Technology Director  
Marion ISD  
[REDACTED]

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