

On 3/29/2015 Ryan McCall  
Came in this morning around  
9:00 am we went over  
his solo cross country  
planning and training for  
the flight. A thorough  
~~paperwork~~ pre-flight was  
done on the aircraft.  
After our training session  
Ryan got into the airplane  
and went to get fuel.  
He did a proper run up  
as I supervised and  
everything sounded good.  
He then went for his  
takeoff I was sitting  
outside before his takeoff.  
He took off and the  
airplane climbed and  
then it looked like  
he pulled up abruptly  
and then the right  
wing went over. I  
called 911 immediately  
and drove down the

runway the airplane was  
sitting in the field I  
ended up driving back  
to the airport due to  
the airport fence. I  
drove pass Skydive Orange  
and in a field and  
ran on foot with several  
other people to the scene  
CPR was attempted with  
chest compressions. I  
notified 911 again of  
the crash site.

Condace M. Pack

Phone [REDACTED]  
[REDACTED]  
[REDACTED]

Orange, VA 22960  
[REDACTED]  
[REDACTED]

Betsie Johnson



re

I did not witness the plane take off and crash. I did run from Skydive orange to the crash site with Carl Lambert. Upon arrival to the scene Carl Lambert did a pulse check and requested I check behind him. I felt no pulse on palpitation. At this time Carl Lambert began CPR until EMS arrived. (There was a fuel leak from where the wing had detached from the cockpit.) It was apparent that Ryan was not going to survive the plane crash.


Julian Testa

Saw the airplane take off took a left hand  
turn didn't get enough air went down couldn't  
see if there were any problems or smoking  
Single engine aircraft ~~XXXXXXXXXX~~

XXXXXXXXXX RD

XXXXXXXXXX mp

Carl Lambert



I did not witness the takeoff or crash at all since I was inside a windowless room at the time. I heard an announcement about an accident and came running out. I ran to the scene with a few other jumpers. When we arrived, there were a couple of bystanders, but they said they had not actually checked him for a pulse and had remained outside the aircraft due to how bad the scene looked and the fact that there was fuel leaking from the aircraft. Therefore, I was the first one to actually work on the patient. (He was the only one in the plane.)

I was able to get into the cabin through the pilot-side window. I checked the pilot for a pulse and found that he had none. I started CPR chest compressions and was able to get a responding firefighter or rescue squad member (not sure which he was) to get him to start trying to ventilate the pilot. I later transferred patient care to the medic who took charge of the scene when he arrived, and they pronounced the patient as dead.

AARON FIVEL

US Naval Academy

[REDACTED]  
[REDACTED]  
[REDACTED]

At 0941 on 29 MAR 15 I was on the flight line outside of Skydiver Orange when I saw a single engine low-wing retractable gear aircraft rotate and begin to climb at what I remarked was abnormally slow speed (I am a pilot with 100 hours) He didn't seem to be climbing past ~150 feet A.G.L. I observed a sharp 90° LEFT turn banked at 60° after a stall. I heard a loud bang and then went into the office where I observed one of the jumpmaster's dial 911.

I then went to my friend Josh Weeber and we drove his truck across the field toward the crash site. We approached the crash site on foot at 0945 and assessed the pilot was in severe condition. The batteries were energized and there was fuel leaking from the left wing tank. After EMS and Law Enforcement arrived I stopped the fuel leak and turned off the aircraft Emergency Location Transmitter. Josh and I were the first individuals on scene. The pilot was unconscious and ~~was~~ appeared to have a broken back and broken neck. We did not touch the pilot but attempted to get an audio response.

[REDACTED]

2/29/15

Witness: John Steinberg, Commercial Fw/Rw  
Skydive Orange instructor  
Former USMC helo pilot  
US Navy-trained Aviation Safety  
Officer

I stood on the tarmac talking to (2) AFF students,  
outside the Skydive Orange hangar door.  
One student commented that an aircraft was  
climbing out with low power. I commented  
"Maybe that's all he has!" ~~It~~ We continued to  
watch him try to climb out, but he ~~seemed~~  
appeared to not gain any altitude. Smoke trail  
visible - fairly thin, not heavy. Suddenly, the aircraft  
made a sharp left turn to the North and  
disappeared behind the tree-line in a high AOB.  
5-6 seconds later, I could hear a dull "thump".  
After that, I ran into Manifest, dialed 9-11 and  
reported the incident to the police.

April 3, 2015

On Sunday, March 29, 2015 at approximately 9:40 am, I was traveling northbound on Virginia State Rt. 20 at approximately 60 mph (according to my speedometer) . As I approached the area at the start of the runway, I noticed a small aircraft with red and black stripes begin to motor down the runway. It quickly matched my speed of 60mph as it continued forward. As we passed the old airport building, the aircraft remained beside me. As we reached the next building, the aircraft picked up speed and pulled away from me. Near the end of the runway as the craft became airborne, I noticed right away it looked like it was having trouble.

As the aircraft gained altitude, it appeared that the nose went up as the tail dropped downward. The craft did this again, but this time I noticed blackish smoke trailing from the front of the plane and extended the length of it. The aircraft seemed to level out, but then it took a hard left turn and the nose of the aircraft began to drop downward. It quickly dropped down and disappeared over the trees and embankment.

I immediately pulled off of the road (Northbound on Rt. 20) and dialed 911 and waited for the first responders to arrive. When they arrived, I called Orange County Sheriff's Department and gave them all my contact information, at which time they told me I could leave the scene, and they would contact me if necessary.

Benjamin T. Bane

[REDACTED]

*[Handwritten signature]*

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]





## MEMORANDUM FOR RECORD

**Allison Diaz**  
**Air Safety Investigator**  
**Office of Aviation Safety – Eastern Region**

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**Date: March 31, 2015**  
**NTSB Accident Number: ERA15FA170**  
**Persons Contacted: Aaron Hull - Witness**

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**The following is a summary of the conversation conducted on this date:**

- Mr. Hull was standing on the ramp near the Skydive Orange facility and observed the accident.
- He stated that he is a pilot with about 110 hours of flight time.
- He did not observe any birds in the vicinity of the airport at the time of the accident.
- He stated that the airplane climbed to about 150 feet above the ground, and looked like it was possibly trying to turn back to the runway and stalled.
- He did not hear any change in the engine noise throughout the takeoff and accident sequence, but said that it seemed "quieter than it should be."
- During the airplane's climb, he saw a 10-20 foot long trail of exhaust coming from the engine.

END



## MEMORANDUM FOR RECORD

**Allison Diaz**  
**Air Safety Investigator**  
**Office of Aviation Safety – Eastern Region**

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**Date: March 31, 2015**  
**NTSB Accident Number: ERA15FA170**  
**Persons Contacted: John Steinberg - Witness**

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**The following is a summary of the conversation conducted on this date:**

- Mr. Steinberg was standing on the ramp near the Skydive Orange facility and observed the accident.
- He stated that he did not observe any birds in the vicinity of the airport.
- The airplane's engine did not sound abnormal, however, its acceleration and climb seemed slow.
- There was a faint trail of brown smoke coming from the engine compartment as the airplane climbed out.
- He stated that the winds at the time of the accident were light but "skittish."
- Sometimes the AWOS was not reliable in reporting accurate wind speed and direction.

END