

STATEMENT OF
ROBERT L KIBBE, IV
[REDACTED] ABILENE, TEXAS

On Tuesday, March 1, 2016, about 8:50am I witnessed the crash of N419B an RV6 aircraft at the north end of the runway at Elmdale Airpark in Abilene, Texas. The aircraft was piloted by James Hathcock and Aaron Taylor was a passenger.

About 7:30am I picked them up at the Whitten Inn in Abilene, Texas and brought them to Elmdale Airpark. Upon arrival Hathcock checked weather and preflighted the aircraft. They had purchased fuel on Monday in preparation for their departure. After cranking the aircraft the engine was ran for an appropriate period for warmup and they taxied to the threshold of 35 and did an engine runup which sounded normal. The airport windsock indicated winds from the NNW which made a takeoff from 35 appropriate.

After takeoff the airplane drifted slightly right (east) in a wings level climbing attitude. A turn to the west with a bank angle of more than 30 degrees began and the aircraft nose pitched up followed by an immediate nose down spin to the left. The aircraft then was out of sight due to a rise in terrain. I secured a fire extinguisher and told Jim Carroll that a crash had occurred. As we drove toward the downed aircraft Jim Carroll called 911.

Upon arrival at the crash site I saw both occupants hanging out the side of the airplane strapped in their harnesses. I checked for pulse and respiration of both and found none. Both occupants had extensive trauma.

Law enforcement, medical and fire arrived shortly and took control of the scene. I requested that law enforcement notify the NTSB and FAA.

END OF STATEMENT

[REDACTED]
Robert L Kibbe
[REDACTED]

March 1, 2016

Elmdale Airpark, Abilene, Texas Approx: 0830

This morning, while in my AirEvac hanger work place, I heard an airplane depart northbound. I heard what sounded like a muffled explosion.

The Abilene Police Training Facility is located a few miles to the north and when the wind is from the north it not uncommon to here explosions from their site. But, something made me go to the door and look north just to be sure.

I saw no fire or smoke and figured all was well – then the guys from the fixed wing shop came speeding by headed north and yelled that it had gone down.

I went to the north end of the runway to see if I could help. Jim and Robert were there, Jim calling 911 and Robert checking the people in aircraft. He said no pulse detected. I went over and it was obvious that they were deceased.

It appeared they made contact with the earth spinner/prop first. The propeller was buried under ground. Wing Leading edges flattened.

When the aircraft went by this hanger the engine sounded fine. No sputtering, backfiring etc.

I could not hear what it was doing beyond this point. I had Glen Beck on the radio and the office door closed.

[REDACTED]

Tom Neeb