

Specialist's Report – Attachment 1
Records of Conversations and Witness Statements

OPERATIONAL FACTORS

CEN21FA199

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A. Records of Conversation

1. Witness: John Ludolph

Participants: David Lawrence, NTSB; Thom Ballard, FAA

Date: 04/25/2021 1345 CDT

Notes from conversation:

- He was a helicopter pilot for Aero Copters, provided Part 91 LOA tour flights
- His helicopter was N952RG, but he was not flying at the time of the accident.
- He was in the parking lot near the airport office standing near his white truck at the corner of the lot.
- He had been at the airport for about 2 hours prior to the accident. He noticed that the airport was busy, and it was all GA aircraft.
- He first noticed the accident airplane on approach, and it looked like it was unstable, rocking its wings.
- When the airplane was about 200 yards from the runway 30 threshold, it looked very low.
- He saw that the pilot's door was open about a foot out.
- He lost sight of the airplane as it passed behind some berms when it was at about 50 feet.
- Once it got past the berms, he saw that the door was still open.
- The next thing he heard was the sound of full throttle and the airplane climb. It sounded like a go around. It then turn inverted and impacted the ground. He then saw the chute deploy.
- He couldn't see the runway to notice if there were other aircraft on the runway.
- The airplane just seemed to turn over into the ground. It only climbed to about 100 feet.
- He ran over to help, but there were already people there assisting.
- The child was in the back right seat. The crowd pulled the dad out while still in his seat. He heard that someone was a medic and also helping
- Young Eagles was having an event at the last hanger on the airport. It was the first time they had that type of event at the airport.
- EEA had a chapter that was running the event.

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. Name of Reporting Facility:	2. Report Number:
		3. Aircraft Identification and Type: N587CD Cirrus	
4. Location of Occurrence: KRAS		5. Date & Time of Occurrence (UTC): 4/24/21	
6. Name (Operating Initials): John Lundquist	7. Title: helicopter pilot	8. Position and Time (UTC):	
9. Complete in accordance with FAA Order JO 8020.16, <i>Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting</i> , Chapter 7, paragraph 5, FAA Form 8020-26, <i>Personnel Statements</i> . The personnel statement is prepared and used to provide information concerning the circumstances that cannot be retrieved via some type of recorded data source. Facts concerning what was observed and what actions were taken may not have been completely captured. Use this statement to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this occurrence. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through The Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be signed by you, and your signature below certifies the accuracy of this statement. The statement will not be edited and once signed, will constitute your original statement.			
10. Text of Statement:		<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL	
<p>On April 24, 2021 I was standing in the parking lot at KRAS when I noticed the Cirrus on final and he looked a little low and unstable (he was constantly rolling his left wing). As he was moving behind the berm I noticed that his door appeared to be open. As he reappeared on the other side of the berm I confirmed his door was open by maybe about a foot then I lost sight of him behind a car and heard him start ^{throttle up} the engine. Then I saw him climb, roll left then start going inverted within 75 feet of the ground when I lost him and heard a boom.</p>			
11. Signature: [Redacted]		12. Date of Signature: 4/30/21	

FAA Form 8020-26 (12-18) Supersedes Previous Edition

Electronic Version

2. Witness: Randy Hansen, Manager Mustang Beach Airport

Participants: David Lawrence, NTSB; Thom Ballard, FAA

Date: 04/25/2021 1400 CDT

Notes from conversation:

- The Young Eagles event was supposed to happen last weekend, but cancelled due to weather.
- It was an EAA event to take kids up for rides in airplanes.
- They have several local pilots participate, and there were about 3-4 private airplanes being used.
- The accident pilot did not get fuel at KRAS (fueling is self-served).

3. Witness: Mark Creighton, KRAS Airport Board member

Participants: David Lawrence, NTSB; Thom Ballard, FAA

Date: 04/25/2021 1430 CDT

Notes from conversation:

- He was on the airport board, and owned a hanger at the airport.
- He participated in the Young Eagles event with his C-182, and flown 3 flights prior to the accident occurring.
- He had never seen Jorgenson before, and did not know how many flights he had flown.
- He said Peter Kendig was the head of the EAA 191 chapter, and organized the Young Eagles event at KRAS.
- He said Peter would have information about the flights, the pilots and participants.
- He said Freida Green was a local photographer that was at the event and may have photos of the accident airplane.
- He said he did not see the accident, and it hit in front of the hanger rows.
- He saw the parachute deploy after the accident.
- He said the airport board approved EAA to hold the Young Eagles event, and the president of the airport board approved it. The final approval process was through Oshkosh.
- Participants would fill out an online form to volunteer for the event.
- EAA had an umbrella policy for Young Eagles event.
- He did not know the accident pilot, who worked for Mark Dulaney.
- The young boy was taken to Driscoll Children's hospital.
- He said any kid could come out to go flying, and it did not have to be a group like girl scouts or boy scouts.
- They were expecting to fly around 0900 on the day of the accident, but fog delayed them for several hours.
- He said Jason at the skydive place flew a C-206 to check the weather.
- He did not hear the engine on the accident airplane, and only heard the thump at impact.
- They were using runway 30. It had a crosswind from the right (north), but it was not a problem.

4. Witness: Rodney Kenjura, bus driver

Participants: David Lawrence, NTSB; Thom Ballard, FAA

Date: 04/25/2021 1500 CDT

Notes from conversation:

- He said he was standing around on the porch at the airport office.
- He saw the accident airplane fly low on its approach. He was too low, and he thought he would land short of the runway.
- He watched it coming in, and then it recovered and made it to the runway.

- He turned to the helicopter pilot in the parking lot and said “did you see that?”
- He then turned back to look, and saw the airplane turning to the left, and then it crashed.
- He thought the airplane may have touched down, but he was not sure.
- The airplane went up, and then the right wing came over and it turn left into the ground.
- He did not see the impact.
- He did not hear the engines or see any smoke.
- He could not tell if the pilot’s door was open.
- He said he was at a little higher level that the helicopter pilot in the parking lot.
- The airplane was heading short of the runway, and climbed once it reached the runway.
-

5. Witness: Maggie Sheldon, Hanger 1A owner

Participants: David Lawrence, NTSB; Thom Ballard, FAA

Date: 04/25/2021 1530 CDT

Notes from conversation:

- Maggie owned the hanger where the Young Eagles event was held. She owned Hanger 1A, and was a student pilot with 40 hours, owning a single engine Piper airplane.
- The EAA group asked if they could use her hanger to host the Young Eagles event, and she agreed. It was Mark Dulaney who asked her.
- She did not see the accident or impact, but did see the explosion. She saw the chute deploy after the impact.
- She did not remember seeing any other airplanes taxiing at the time of the accident.
- She said the accident pilot had some trouble landing on his previous flight.

6. Witness: Frieda Green, Freelance Photographer [REDACTED]

Participants: David Lawrence, NTSB

Date: 04/25/2021 1600 CDT

Notes from conversation:

- She said she was at the Young Eagles event, and was taking pictures.
- She said she had some pictures of the accident airplane and pilot prior to the accident flight.
- She was in the back of the hanger when she saw a man waving his arms.
- As she was walking out, she heard a “boom” and saw smoke.
- She saw the parachute on the ground.
- She went and talked to the police, and then began taking pictures of the accident site.
- She said she would forward the pictures she took to the NTSB.

7. Witness: Peter Kendig, Young Eagles Chapter Coordinator

Participants: David Lawrence, NTSB

Date: 04/25/2021 1700 CDT

Notes from conversation:

- The accident pilot had two flights that day, and the accident occurred on the second flight.
- He said he held a safety briefing that morning for the pilots and volunteers.
- He said pilots would register through EAA to volunteer to fly at Young Eagles (yeday.org).
- This was the first Young Eagles event at KRAS airport.
- His briefing to the volunteers occurred about 0845, and it included the ground volunteers.
- He said the accident pilot showed up late to the event. He said the pilot called him and said he forgot the airplane keys when he showed up at his hanger at McCampbell airport, and had to drive home to get them. He said the accident pilot's daughter also told him that her father had left the keys in his car after he flew to KRAS.
- He said the accident pilot attended local EAA meetings, but was quiet at the meetings.
- He said EAA did background checks on pilots participating in Young Eagle events.
- The accident pilot retired from Lockheed about 6-7 years ago.
- He said he had not seen the accident pilot at any previous EAA events. He had known the accident pilot since 1995.
- He did not know who trained the accident pilot, and he had never flown with him.
- When asked if there were any proficiency requirements or verifications for Young Eagles volunteers, he said no, but they required the pilot to be "legal" and carry insurance.

8. Witness: Justin Wayne Sherrill

Participants: David Lawrence, NTSB

Date: 04/25/2021 2150 CDT

Notes from conversation:

- Was on the highway in front of the airport
- Plane looked pretty low as they drove
- As they passed the airport at 1313, saw it touch down from what he could tell, could not tell if it was touching on the runway.
- Airplane pulled straight air, cartwheeled left straight into the ground
- Clear day, went over the highway at about the size of a telephone pole
- It was low enough for him to make a comment how low it was.
- He said it was a white airplane, and looked like a single engine airplane.

- He was driving on the highway and saw it to the right, and he was looking down the runway as it was touching down.
- He could not tell if it touched down on the runway or grass.
- He was not 100% it actually touched the ground. It went straight up to about 2-3 stories height before it turned to the left.
- He thought it was unusual to see a parachute, he said he could not tell if the parachute deployed prior or at impact.

9. Witness: Jason Towns, via email:

From: Jason Towns <[REDACTED]>
Sent: Monday, April 26, 2021 8:42 AM
To: Lawrence David <[REDACTED]>
Subject: Perspective from Hangar I-2

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

David

I don't have a keyboard, just my iPad so gonna make this short and succinct:

- I heard the aircraft go full throttle outside which caused me to look up from the table
- I saw the airplane very low (perhaps 20 feet) over the runway but now banking towards us
- I ran outside as the airplane climbed to possibly 150 feet max and continued to roll left
- Throttle was reduced to idle (or it seems in my memory) as he rolled nearly inverted and dived towards the grass

(I say this because the actual impact seemed oddly quiet until the parachute fired.)
-when we arrived on scene the tail was still up in the air at a 60deg angle with the little boy squeezed against the rear seat by the lap and shoulder belts. They would not detach. After cutting the belts the plane split in two halves and the tail crashed to the ground.

In my opinion: a go around was attempted just prior to touchdown (reason unknown) with an excessively rapid throttle input and no effort to counteract the subsequent roll/yaw.

Although I have no Cirrus experience, I bet I could replicate the crash with one attempt in a high-grade simulator!

Other notes/ opinions based on witness reports and what I heard on the radio before the accident:

- Pilot made multiple attempts (3 I think?) to land during his initial arrival an hour earlier. Radio comments seemed flustered/ frustrated with traffic flow and shifting wind directions. At least one of his go-arounds was due to being "too high". He reported this on the radio.
- Others reported his final approaches were generally sloppy and unstable prior to the accident.

- During the accident approach, one witness reported the pilot's door being ajar slightly. (I didn't have time to see this detail.)
- A local mechanic mentioned the air conditioner in that plane being reported inoperative the Friday before the crash
- The little boy kept saying "I didn't wanna go in the plane" after the crash. Might he have been panicking/protesting while airborne?
- Flaps appear to be fully retracted in post crash photos. Why?

That's all I've got for now. If other thoughts come to mind I'll send em.
Blake can offer you some insight as to what exactly was happening when they were both on final.

Jason

--

Maj Jason Towns, USAF Retired
Owner, Mustang Island Skydiving
Safe-6 Aviation LLC, Pilots & Leasing
[REDACTED]

B. Witness Statements

1. Passenger Statement (via legal representative)

From: Shanna Steward <[REDACTED]>
Sent: Thursday, May 13, 2021 4:57 PM
To: Lawrence David <[REDACTED]>
Cc: Liedler Courtney <[REDACTED]>; Reagan Sahadi <[REDACTED]>; Shanna Steward <[REDACTED]>
Subject: Re: Request for Statements - 4/24/21 Port Aransas Crash

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon, Captain Lawrence.

Within the last half hour, I sent you an e-mail via the NTSB file sharing link you provided which attached the files you requested I re-send you earlier today. Please confirm you received it.

Also, in response to your e-mail below, Reagan and I spoke with [REDACTED] yesterday in person. He has no memory from about 2-3 days before the crash until he awoke in the hospital. While we believe [REDACTED]' 8-year-old son ([REDACTED]), also involved in the crash, does have some memory of it, we gently tried to speak with him yesterday but he is too traumatized to discuss it. [REDACTED] is seeing a child therapist so we are hopeful we can obtain some information from

him at a later date, but right now, that is not possible. Reagan will, of course, let you know as soon as that changes.

Also, there are a few more video clips that [REDACTED] apparently took from his phone while he and Jr. were in the plane before the crash event began. I will get those and provide them to you, hopefully by the end of the day tomorrow.

Finally, I believe you had asked Reagan to find out [REDACTED]' height and weight at the time of the crash. We understand that to be 5'9", 175 lbs.

Please let us know if there is anything else you need, and look for another e-mail from me in the next few days via the secure NTSB sharing link you provided.

Thank you. Shanna

Shanna Steward
Case Manager/Paralegal
SAHADI LEGAL GROUP
414 S. Tanchua Street
Corpus Christi, Texas 78401

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

2. Witness: Andrew Kirkpatrick

From: Andrew Kirkpatrick <[REDACTED]>
Sent: Friday, May 14, 2021 7:48 AM
To: Lawrence David <[REDACTED]>
Subject: 24 APR 2021, Port Aransas SR22 Mishap, Observations by Andrew Kirkpatrick

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

David,

On 24 April I was operating my AA5B Grumman Tiger in support of the EAA Young Eagle event (This is an EAA sponsored program that supports flying youth in GA aircraft IOT inspire STEM and Aviation career options) . I was taxiing out to RWY 30 and was about 2/3 of the way to the hold short for RWY 30 when the mishap occurred. My aircraft was pointed approximately 120 degrees on the taxi way. RWY 30 was in use at this time, based on the wind direction there was a right to left crosswind effecting RWY 30 (estimated 7-10 knots). I had a good view of the approach end of RWY 30 and did observe the SR-22 on short final. I didn't think anything was unusual up to the point the SR-22 crossed the runway threshold. I noted that as the aircraft entered ground effect the SR-22 abruptly pitched nose up, then started to roll left with nose high pitch attitude. I lost sight of the aircraft as the aircraft was rolling to a knife edge position toward the inverted (90 degrees of roll) left wing low, nose high. Approximately, 3 or four seconds after losing sight of the SR-22 I heard the crunch sound of the impact.

In my estimation the aircraft stalled (accelerated stall due to abrupt pitch change) on short final. The aircraft likely was in a slip (right wing low left top rudder) to allow for runway alignment due to the crosswind. A stall in this control position would cause the aircraft to roll around the left wing and if left unchecked to an inverted attitude.

I'm a retired Marine Corps Aviator. I flew CH46 helicopters in the Corps. I also flew T34Cs and T6B Texans as a military Primary flight instructor. I'm currently employed as a T6B simulator instructor at NAS Corpus Christi. I'm a current CFII both SEL and Rotorcraft with instrument on both. I hold type ratings in the BV107, B737-800, and B747-400. I have over 2000 hours acting as a flight instructor in actual aircraft.

If you need any further information or details please contact me via phone or email.

All the Best
Andrew Kirkpatrick
[REDACTED]
Corpus Christi TX, 78412
[REDACTED]
[REDACTED]

3. Witness: Blake Kramer

From: Blake Kramer <[REDACTED]>
Sent: Monday, May 17, 2021 5:34 PM
To: Lawrence David <[REDACTED]>
Subject: N587CD Crash Report Mustang Beach - Blake Kramer

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Hi David,

Sorry for the delay. I wanted to make this report as detailed as possible. If you need anymore information please let me know.

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-
- Initially coming into the airport the Cirrus pilot made 3 attempts to land on runway 12
- -
 -
 - On the 3rd attempt a pilot in the run up area of runway 12 asked the Cirrus to extend his downwind so he'd
 - have time to depart, the Cirrus pilot immediately announced he was turning base and final. I'm not sure if he didn't hear the radio call to extend downwind or ignored it
 -

- - I also heard a Polatus call they were 11 miles out (I believe to the west)
 -
-
-
- Green Dot - Location of third radio call approximately 5000 AGL "Skydive 00F extended left base runway 30"
-
- -
 - I flew over the ocean further than normal because I wanted to be on a long final to and have visual on any
 - planes in the pattern
 -
-
-
- Purple Dot - Location of my call when I turned final approximately 4000 AGL "Skydive 00F 4 mile final runway 30"
-
- -
 - I heard other pilots in the pattern and around the airport but no radio calls from the Cirrus
 -
-
-
- Red Line - The Polatus made another position call and asked the location of the skydivers, "I said jumpers are on the ground and 00F is on a 2.5 mile final." I do not remember hearing any other calls at that point
-
-
-
- Yellow line - I called "00F on short final runway 30." Immediately after I released my mic the Cirrus called
- "short final 30." The Cirrus did not say if he saw me. I became very concerned, I thought he might be underneath me because my approach angle is steeper than most planes. I did not see the Cirrus after a few seconds of visual searching. I then saw the Cirrus
- on my ADSB receiver (blue line). He was flying directly towards the runway threshold at approximately a 45° angle and off my right side (the ADSB receiver showed the Cirrus at my same altitude I never had visual on him). Based on our locations we were going
- to be at the runway threshold at the same time. The Cirrus then altered course to the left putting his flight path behind me making him #2 for

landing. I thought he was going to be too high land because ADSB still showed him at my altitude and I wanted to

- be off the runway as quickly as possible to get out of his way.
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- I touched down slightly after the numbers then braked hard to exit and avoid back taxiing. During my turn
- off the runway I announced I was clear of the runway and looked for the Cirrus (the wing of the jump plane blocked my vertical view).

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- I saw the Cirrus impact the ground as I crossed the runway threshold line. The plane was completely nose
- down wings perpendicular to the ground. It looked like the plane was in the first part of a spin. I heard a loud pop and the parachute shot out parallel to the ground. I then heard a crunch sound when the plane hit the ground. The parachute was still folded
- when the plane impacted the ground. There was less than half a second between the pop of the parachute and crunch. I am positive that the parachute deployed first because it was louder than the impact of the plane hitting the ground.

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- People on the ground saw the entire accident. Most said he was close to landing basically in the flare and
- added full power, started going to the left and pulled power before impact. I agree with that because I do not recall hearing engine noises before impact. Some people said the door of the plane was open.

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- I talked to the Polatus pilots after they landed. They heard my base radio call, my 4 mile final call, my
- response to the jumpers location, and my short final call and heard the Cirrus call short final immediately after me.

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- I parked the jump plane on the northwest corner of the ramp. I turned off the engine and several people
- were around the crash by the time I got out of the jump plane so I stayed back.

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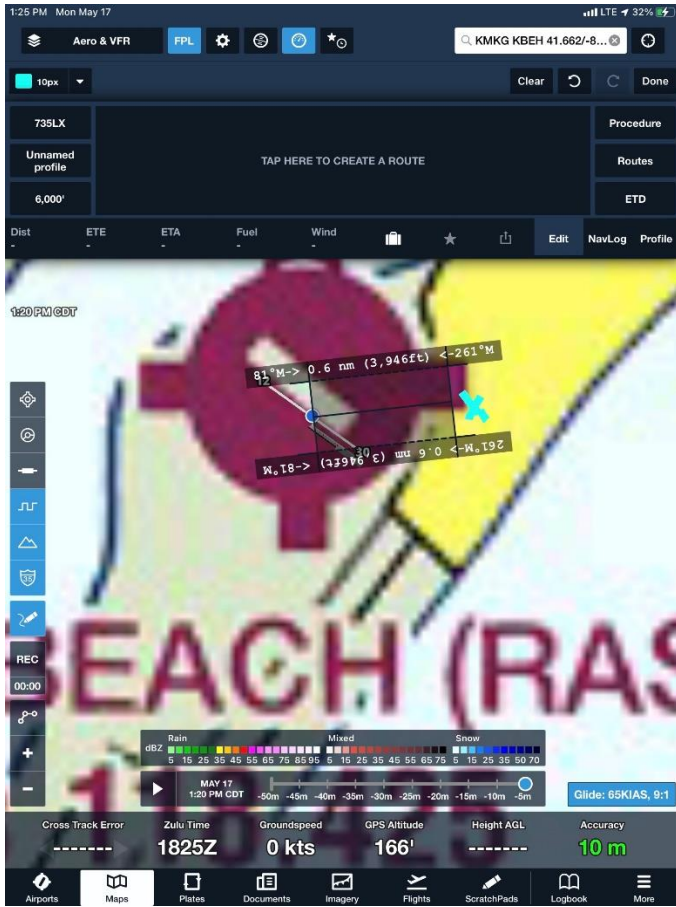
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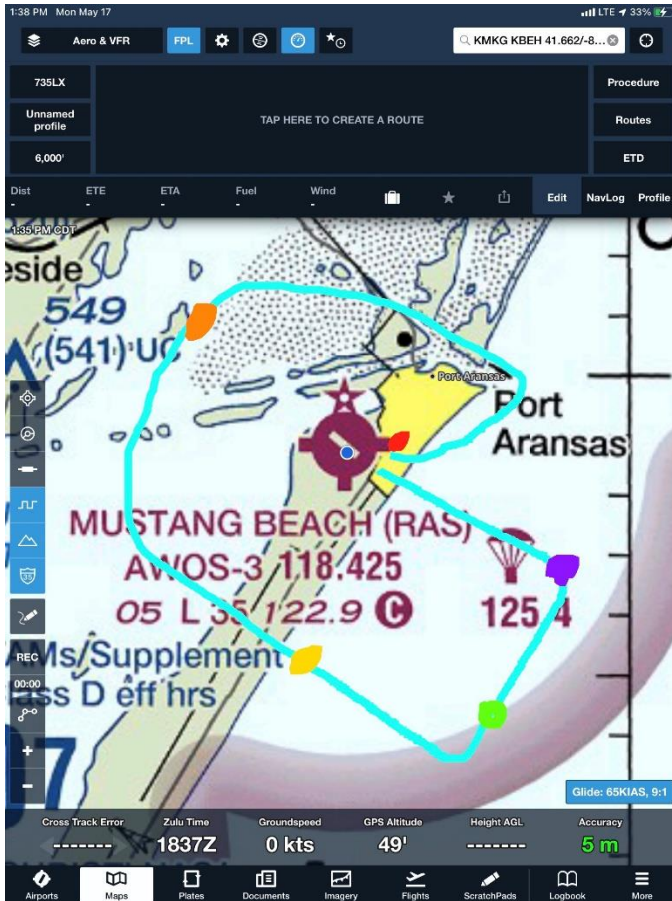
-
-
-

Thanks,

Blake Kramer







4. Witness: Nicholas Rizzo

-----Original Message-----

From: Nicholas Rizzo <[REDACTED]>
Sent: Monday, April 26, 2021 4:39 PM
To: eyewitnessreport <eyewitnessreport@ntsb.gov>
Subject: Witness Report N587CD - KRAS

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern,

My name is Nicholas Rizzo and I was the pilot of the aircraft immediately behind the accident aircraft on final to RWY 30 at KRAS when the accident occurred on Saturday April 24 at approximately 1:15p. I believe my perspective of the accident as well as the moments leading up to the accident, you may contact me by phone, [REDACTED] or through this email address.

Nicholas Rizzo
Lear 45 | Cirrus SR
Pilot Services | Flight Instruction | Aircraft Management

5. Witness: Joe Urh

From: Joe Urh <[REDACTED]>
Sent: Monday, April 26, 2021 2:39 PM
To: eyewitnessreport <eyewitnessreport@ntsb.gov>
Cc: Doug Gonzalez <[d\[REDACTED\]@ntsb.gov](mailto:d[REDACTED]@ntsb.gov)>; Joe Urh <[REDACTED]>
Subject: Eye Witness Report of April 24, 2021 Aircraft Accident

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern,

Saturday, April 24, at approximately 1:13-1:14pm, Mr. Doug Gonzalez and I witnessed the crash of the aircraft with the tail number of N587CD that occurred at the Mustang Beach Airport in Port Aransas, TX.

Mr. Gonzalaz and I were in a vehicle, located on the east side of Highway 361. The vehicle was stationary in the Beach Mart store parking lot that connects to Access Road 1A. Mr. Gonzalez and I were in the west driveway, facing north with unobstructed views of the final approach of planes landing at the Mustang Beach Airport located across Highway 361. While located there, we observed 2 plane approaches to the airport, the plane involved in the accident and the plane that arrived immediately before N587CD. Neither Mr. Gonzalez nor I can remember if the plane that crashed was under power on its final approach.

At the moment N587CD was making its final approach for its attempted landing, Mr. Gonzalez observed that it seemed to him to be attempting its landing too soon after the first aircraft had landed.

Before exiting the parking lot of the Beach Mart store, Mr. Gonzalez brought my attention back to the second aircraft because as it neared touching down (appeared to be approximately 10 feet in elevation) the aircraft pitched up into a near vertical climb as it winged over to the left and reached a maximum altitude of 30-40 feet. At near the apex of its wingover, a single parachute of an ejector seat (?) deployed, but did not open. At this point, the aircraft completed enough rotation such that it nosed into the grassy area to the left (south) of the runway.

Mr. Gonzalez and I immediately exited from the Beach Mart parking lot and drove towards the traffic light at Highway 361 and Access Road 1A. As Mr. Gonzalez and I waited for the light to turn green, I dialed 911 and received a busy signal. Mr. Gonzalez continued to drive towards the airport as I re-dialed 911 and again received a busy signal.

The entry gate to the airport was open and we entered the airpark. Mr. Gonzalez and I arrived at the scene at 1:15pm. We were asked if we were doctors and Mr. Gonzalez and I eplied no, but have first aid training. Approximately 20 people were on the accident scene when Mr. Gonzalez and I arrived. Additional people from from the adjacent hangers also assisted. Several took off their t-shirts shirts to create make-shift bandages and applying compression to stop the bleeding of the injured.

As Mr. Gonzalez and I approached the crash scene, the tail section of the aircraft partially released and fell to the ground where it remained partially (?) attached to the cabin section of the aircraft.

Mr. Gonzalez went towards the scene as people there were calling for fire extinguishers, although no fire was observed. I ran towards the hangers to tell people there to bring out their first aid kits and fire extinguishers. 3 (?) extinguishers were rushed out of the hangers to the crash — 1 large commercial, one household-sized, and I found one small extinguisher. I also saw one man reach into a blue (antique?) aircraft parked near the crash to retrieve a 4th extinguisher. However, no flames from a fire were observed while we were there. Mr. Gonzalez and I reflected later that there was no petrol smell or sign of any evidence of leaked fuel. Given the damage to the craft, a leak of some fuel might have been expected.

The people that had immediately responded were in the process of removing an adult male and a male youth (later to be learned were father and son) from their seats and get them away from the aircraft wreckage. When I returned to the crash, I asked someone how many people were involved and a man standing near the engine told me, “there were three, the boy, the adult, and another adult, but you don’t want to see him”. I took their advice and turned around. This individual was later learned to be the pilot of the aircraft. It was clear to those responding to the accident that the pilot was deceased and no further treatment or assistance was rendered.

I looked towards the entrance gate and saw the police lights approaching and announced that to those assisting the injured. The police arrived and started speaking with some individuals.

They successfully extracted the boy and moved him away from the crash. He was conscious, coherent, and responsive. He was heard saying, “I didn’t want to get on the plane” although I did not hear him say this. Some people there used the parachute to create shade for the boy. I saw someone use a knife to cut the lines that connected the parachute to the seat(?).

Others were successful in removing the adult male from the wreckage. I made the comment to them to stabilize his neck as they moved him. He was conscious, but not coherent, only moaning.

About this time, I again looked to the entrance gate and saw the EMS arriving and announced that as well.

Given police were on-site and EMS had arrived to provide medical assistance, At 1:20pm, Mr. Gonzalez and I decided to leave the scene as there was nothing more we could do. As Mr. Gonzalez and I approached the Highway 361 and Access Road A1 intersection from the west, we noticed a private jet was making its final approach to the airfield. We looked to the left and right (North and South) on Highway 361 and made note that no other emergency vehicles were visible.

Later Saturday afternoon and Sunday morning, Mr. Gonzalez and I were reading news reports on-line (Port Aransas South Jetty newspaper, Kiii & KRIS TV, and the kathrynsreport.com). It was on the latter’s website that I learned the tail number for the plane and request of eyewitnesses to contact NTSB. I found this email (witness@ntsb.gov) on the “Report an Aircraft Accident to the NTSB” webpage (<https://www.nts.gov/Pages/Report.aspx>) in the section heading “I witnessed an aircraft accident and would like to provide the NTSB with a statement of my observations”.

Please find our contact information below. Mr. Gonzalez and I are prepared to discuss any of these details with you should you find them helpful in your investigation.

Note: all times given in this report were determined using the "Life 360" app on my iPhone that detailed the drives we made on Saturday with associated timestamps.

Thank you,
Joe Urh & Doug Gonzalez

Our contact information:

Doug Gonzalez

[REDACTED]
[REDACTED]

Joe Urh

[REDACTED]
[REDACTED]

6. Witness: Maitland Lee Martin

From: m l <[REDACTED]>
Sent: Monday, April 26, 2021 5:27 PM
To: eyewitnessreport <eyewitnessreport@ntsb.gov>
Subject: Aircraft accident KRAS 4/24/21 N587CD

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To whom it may concern.

This email is in regards to the fatal aircraft accident that occurred 4/24/21 at 13:12 LCL at KRAS. The aircraft involved was N587CD a Cirrus SR22.

My name is Maitland Martin and I had the unfortunate ability to witness the entire accident unfold that resulted in the fatal crash of N587CD. Before I narrate the aforementioned event, I would like to let you know my background in aviation as it should hopefully give my information more credibility. I am an ATP, CFII-MEI rated pilot with over 20 years of commercial flight experience. I also owned and operated a part 135 air taxi in Alaska for 8 years where I was a training pilot and line pilot in small bush aircraft. I currently manage a corporate flight department based at KCRP and I am Captain on a CE680.

At 13:11LCL on 4/24 I was driving my vehicle southbound on SR361 in Port Aransas approximately 1/4 mile from the centerline of runway 30. The HWY has little to no obstructions between the HWY and the airfield and therefore a clear view of the airport and runway are available on this segment of the highway. It is at that time that I first noticed the involved aircraft on short final crossing left to right in front of me. The highway is ~1000ft from the threshold of runway 30. I immediately recognized the aircrafts pitch attitude was unusual (approx. 15 degrees nose high) for short final and that the airspeed

(groundspeed) and sink rate seemed excessive for an aircraft 1000 feet from touchdown. I immediately ascertained the aircraft was “behind the power curve” and most likely landing with a tailwind. I knew that unless the pilot changed his situation rapidly, the outcome of the landing was going to be uncertain at best. Hence, I was paying very close attention to the accident unfold.

As I watched the aircraft descend over the next 5-7 seconds, the angle of attack never decreased substantially and as the aircraft started to flare during touchdown, I was fully anticipating a fairly hard tail strike / possible aircraft damage event to occur.

However, what happened next surprised me. The aircraft floated down the runway for at least another 300-400 feet in an increasingly nose up attitude only a few feet from the ground. It never appeared to tail strike or come in contact with the ground. It simply remained in this precarious attitude as it proceeded. At or around the 800ft mark, the plane then suddenly pitched up to almost vertical (~60 degrees), climbed rapidly about a wingspan above the ground, broke left in a tight arch and impacted the ground nose down on the pilots side. It is of note, that as the plane was in this final maneuver, my vantage point precluded me from seeing exactly when the BRS system activated as a bush came between me and the aircraft for about .25 seconds. However, it did deploy before impact as I witnessed the final wingover, chute deployment, and impact.

As I was just passing the centerline of the airfield when the accident occurred, I immediately turned into the airport to render aid to the victims of the crash. I was on scene almost immediately. The pilot was located on the port side of the aircraft surrounded by the remains of the panel and motor and was killed on impact. The other passengers were trapped in the aircraft (not ejected as a law enforcement officer was quoted). The young boy was located in the starboard rear seat still strapped in and fully conscious. The fuselage broke in half just in front of his feet and the top of the fuselage was missing. Myself along with another bystander were able to extricate him from the wreckage in fairly quick time and get him away from the fuel and possible fire potential of the damaged aircraft. We then proceeded to extricate the semi-conscious passenger that was in the front right seat. The victim was pinned into the remains of the panel and motor still attached to his seat. He was situated on his left side basically on the ground surrounded by aircraft debris. We were able to remove the debris and extricate the seat from around the victim, remove the victim from immediate danger, and gain sufficient access to the patient to render first aid to his life threatening injuries.

My summary and assessment of the accident from my vantage point and knowledge base:

1. The weather conditions on the day of the accident were VFR with visibility over 10 miles and lighter winds according to the METAR at KRAS. Though this may seem innocuous, I along with my friends were surfing just 2 miles away from the airport for 2.5 hours leading up to the crash and we all were commenting on how rapidly the wind was shifting from offshore conditions to onshore conditions during our session. This happened at least 2-3 times in this period just before the crash. This would mean that the wind was switching from runway 30 to runway 12 with little to no notice. The reason I decided to leave the beach just moments before the crash was because the onshore flow seemed to become more predominant and the waves deteriorate when this happens. I reviewed the automated data from KRAS for the day of the accident and my observations were backed up by the erratic winds at the airport throughout the day. It is highly likely that even though the automated weather at the airport stated runway 30 was favored on the 1755Z update, the wind could have easily been favoring runway 12 by the time the pilot entered the pattern. It is even more likely that the winds just a few feet aloft were

favoring runway 12. This would account for my perceived high airspeed/groundspeed on final. It would also account for the pilot trying to counteract (possibly incorrectly) this unusually rapid approach to the field by slowing the aircraft to a speed that is unsafe.

2. The higher than normal angle of attack I witnessed on final could have resulted from the above mentioned wind shear/ tailwind and the pilot introduced power to maintain airspeed. This could have easily placed the aircraft in a high power, high angle of attack situation that the pilot decided to carry to the threshold rather than execute a go-around. Either way, the approach was unstable in my opinion and the pilot should have executed the go-around well before the threshold barring some mechanical issue (which I would have no knowledge of).
3. I was almost certain from the initiation of the flare that the aircraft would tail strike or stall and pancake in from my vantage point as the aircraft was in an extremely nose high pitch attitude in the flare. I was astounded when the aircraft continued down the runway in this attitude. The pilot had to have advanced the throttle during this phase to a very high or maximum power setting in order to not stall. Surely ground effect also helped him carry the airplane down the runway to a certain extent.
4. At or around the 800-900ft mark the aircraft pitched up extremely fast and climbed to about one wing span and immediately rolled off to the left. It is here that I am uncertain as to what happened but either the pilot pulled full control nose up or the BRS system deployment pitched the aircraft up. Judging from his previous corrections and inputs during flare it seems hard to believe that the pilot would all of a sudden given a rapid nose up input as his pitch corrections thus far (though incorrect) did not appear to be panic initiated. I can only conjecture that maybe when the pilot decided to deploy the BRS system that he unintentionally pitched nose up? The other possible reason for this rapid altitude gain and loss of control could be that the aircrafts pitch, speed, and close proximity to the ground caused the BRS system to essentially pendulum the aircraft up out of ground effect and into a nose high, high power stall situation that would almost certainly cause the aircraft to immediately roll left due to torque and P factor. The fact that the aircraft came to rest with the tail at almost 90 degrees to the runway and the BRS chute fully deployed tells me that a lot of velocity was absorbed by the BRS chute and this would undoubtedly caused some major forces on an aircraft so close to stall speed. I am unfamiliar with the deployment procedures of the BRS system so I am unsure if the aircraft was in a position that was within the limitations of the system.

I hope my unfortunate recollection of the accident helps to piece together what actually happened to the aircraft during this tragedy and hopefully prevent another. If I can be of any assistance please feel free to contact me via email or you can reach me via cell [REDACTED]

Sincerely,

Maitland Lee Martin