



RECORD OF CONVERSATION

Michael J. Hodges
Air Safety Investigator
Central Regional Office
Office of Aviation Safety
National Transportation Safety Board

Date: 03/31/2022

Person Contacted: Johnny Baize (Witness)

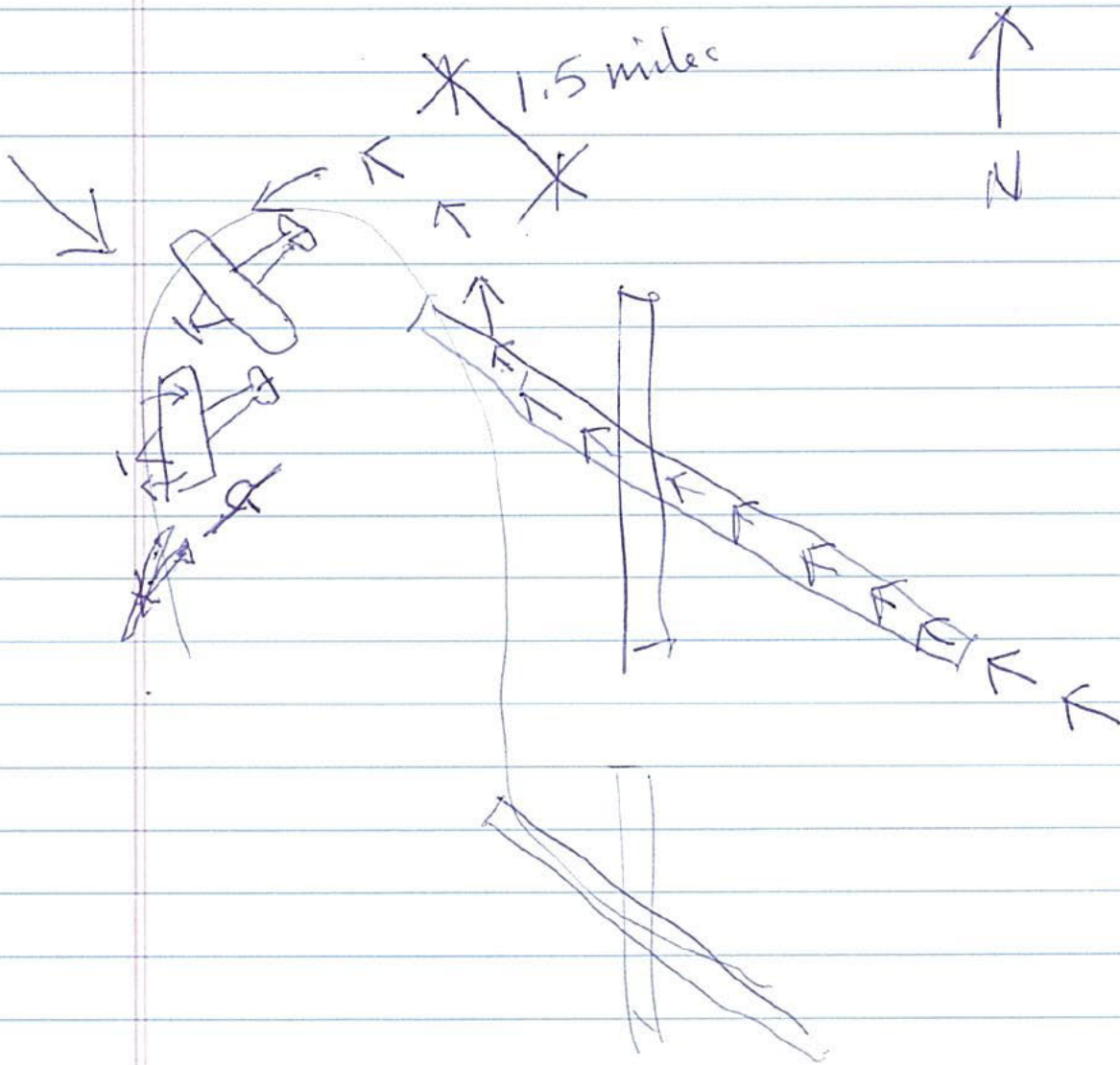
NTSB Case Number: CEN22LA163

Narrative:

The following is a synopsis of the information provided by Johnny Baize to the NTSB investigator-in-charge, via a telephone conversation:

- Johnny is the brother of the accident pilot and airplane owner, Ronny Baize. Johnny is the father of the student pilot onboard, Claburn Baize. Johnny is a pilot (private pilot – airplane single engine land).
 - Johnny and his family were in town (Crowell, Texas) for a wedding. Ronny was taking Claburn up for a personal flight in the airplane N789RB (Kitfox Series 7).
 - Johnny is a witness who observed the entire accident flight.
 - The airplane departed from the home of Ronny in Crowell, Texas, around 0900 local time on 03/31/2022. Ronny has a private dirt strip he uses at his property. The dirt strip is oriented from the southeast to the northwest. Ronny was in the left seat and Claburn was in the right seat of the airplane.
 - The airplane took off from the dirt strip and flew out over the town of Crowell, Texas. The airplane then came back to the dirt strip, to do a low pass over the dirt strip. The airplane was flying slow over the dirt strip to the northwest. The airplane then climbed out to the left, it was about 650 ft off the ground, the airplane stalled, the left wing dropped, and the nose went straight down. There was no altitude for recovery. The airplane appeared to be flying slow during this whole time.
 - The pilot was flying low and slow, the airplane stalled, and the pilot lost control while in flight.
 - The accident happened around 0930 local time.
 - The airplane impacted the ground, fuel began to leak from the airplane, and a postimpact fire started. The airplane was destroyed from the postimpact fire. There was no explosion after the airplane hit the ground. First responders were notified after the accident.
 - The engine was working fine during the entire flight, and there was nothing mechanically wrong with the engine.
 - At the time of the accident, the outside temperature was about 70°F. The wind was coming from the northwest. The wind speed was about 8-9 miles per hour with no gusts. The visibility was clear.
- **** Nothing Follows ****

03/31/2022



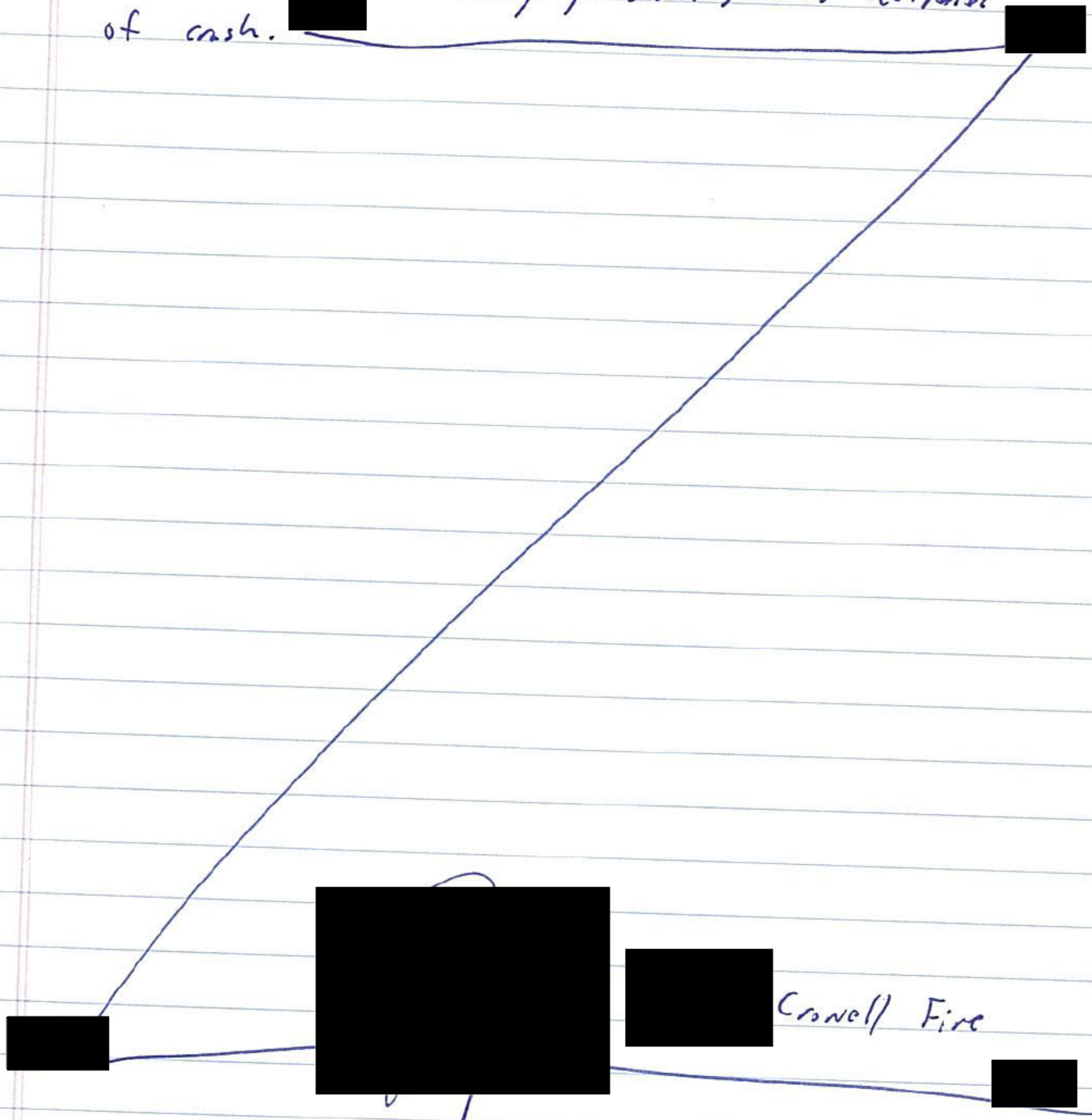
After Runway Fly over went to
Left - 600/700' Lost Airspeed
Plane stalled Left Down, NOISED
over into Ground.



LAST ITEM

Josh Schaaf

Ronny Bine flew over CISO. On his route he crossed over Deputy Shaw's house and 5 mins later emergency services was notified of crash. [redacted]





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Date: 03/31/2022

**Person Contacted: Steven White (FAA Lubbock FSDO – Aviation Safety
Inspector, Airworthiness)**

NTSB Case Number: CEN22LA163

Narrative:

The following is a synopsis of the information provided by Steven White to the NTSB investigator-in-charge, via a telephone conversation:

- Steven and a team of FAA aviation safety inspectors traveled from Lubbock, Texas, to the accident site, in Crowell, Texas. The team arrived about 1300 local time on 03/31/2022. The accident site was secured by the Foard County Sheriff's Office. The bodies of the pilot and student pilot had already been removed by first responders by the time Steven and the investigative team showed up.
- The accident site is located on private property, to the northwest of Crowell, Texas. The accident site consists of rolling prairie in rural area. The accident site is 1,528 ft above mean sea level.
- The team documented and examined the wreckage of N789RB (Kitfox Series 7, experimental airplane). The wreckage was destroyed from a postimpact fire. A witness (Johnny Baize - who is a pilot) to the accident sequence, the brother of the pilot and the father of the student pilot, reported there was a fuel leak, and a postimpact fire started.
- The fire exceeded the entire planform of the airplane and spread out to areas surrounding the wreckage. All the major structural components of the airframe were found at the accident site. There was no evidence that the airplane impacted an obstacle (such as a tower, powerline, tree, building, etc.) during the accident sequence.
- The airplane came to rest all in one location, and the nose of the airplane came to rest on an approximate heading of 355°.
- The metal tubular structure remained, and the entire canvas skin was destroyed by the fire. Most of the other airframe areas were destroyed from the fire. The wings were found partially detached from the fuselage from the impact sequence but were found right next to the fuselage.
- The airplane came to rest upright, with the tail and empennage twisted up and to the right (viewed as if you were sitting and facing forward in the airplane).
- No airworthiness records, weight and balance records, airplane operating limitations, pilot records, or an airplane checklist were found in the wreckage.
- The airframe data plate was not identified in the wreckage.
- There did not appear to be any large bags or packs found in the wreckage.

- The airplane fuel system, including fuel lines and fuel screens/filters were destroyed. No fuel samples were available from the airframe.
- A flight control continuity check was performed on the airplane. The cockpit flight controls, ailerons, flaps, flaperons, rudder, and elevator were all checked. The left and right seats both had cockpit flight controls installed. There was no evidence of flight control interference or jamming. Flight control continuity was established throughout the entire airframe.
- The cockpit area, including the gauges, engine controls, seats, and restraints, were destroyed by the impact sequence and the fire. The airplane appeared to have only two seats installed. It could not be determined what type of restraints were installed and what types were used by the two occupants. Cockpit gauge indications were not able to be obtained due to the damage sustained. There was no evidence of any airframe onboard recording devices present.
- The main landing gear was sheared off from the impact sequence, however the tailwheel was still attached to the airframe.
- It is unknown if the airplane was equipped with a stall warning system or an angle of attack indicator. An emergency locator transmitter was not found in the wreckage.
- The firewall was crushed from the impact sequence.
- The engine, appeared to be a Rotax 912 series (a four-stroke piston engine), was found still attached to the airframe. The engine mount sustained impact damage. The engine sustained severe impact and fire damage. The top, front, bottom, left, right, and rear sides of the engine were examined. The engine case appeared to be mostly intact but did sustain impact damage. The various engine fluid lines and electrical wiring were all fire damaged. The sparkplugs were all bent from the impact sequence. The carburetor was broken off from the engine and sustained impact and fire damage. The exhaust system was still attached and appeared intact but had impact damage. The electric starting system, alternator system, air intake system, and fluid filtration systems appeared to all have severe impact and fire damage. The battery was destroyed. The engine oil level could not be determined as the oil system was destroyed. No fuel samples were available from the engine. The bottom of the engine case sustained fire damage, as molten metal was present. Airframe to engine control continuity was established.
- There was no evidence of any engine onboard recording devices present.
- The engine data plate was not identified in the wreckage.
- The propeller, an unknown make and model, was found still attached to the engine. The three composite propeller blades all had fracture damage, consistent with being under power at the time of impact. One propeller blade was fractured about midspan, and the two other blades were fractured at the root area and were found about 25 ft away from the main wreckage location. The propeller hub appeared to be intact. The spinner was not identified in the wreckage. Hand rotation of the propeller in both clockwise and counterclockwise directions was attempted several times, with no rotation felt or noticed.
- A propeller governor was not observed in the wreckage and the propeller appears to be a ground-adjustable type.
- The propeller data plate was not identified in the wreckage.
- No mechanical anomalies were noted with the airframe, engine, and propeller during the onsite examination.

**** Nothing Follows ****



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Date: 05/04/2022

Person Contacted: Debra Baize (Wife of the pilot, Ronny Baize)

NTSB Case Number: CEN22LA163

Narrative:

The following is a synopsis of the information provided by Debra Baize to the NTSB investigator-in-charge, via a telephone conversation:

- On the day of the accident (03/31/2022), Ronny was setting up and showing the airplane to various family members. The purpose of the accident flight was to show Claburn Baize the airplane.
 - On 03/30/2022, Ronny was working. Various family members came into town that day for a wedding.
 - On 03/29/2022 and 03/28/2022, Ronny was working on both of those days.
 - Before the day of the accident, 03/26/2022 was the last time Ronny flew the airplane. Ronny flew his mother around the local area for several hours. Ronny did not report any mechanical issues with the airplane from that flight.
 - Ronny did not abuse drugs or use illegal drugs. Ronny used a cholesterol lowering medication and multivitamins.
 - Ronny would drink an occasional beer when going out to eat dinner.
 - Ronny did not use tobacco.
 - Ronny was in great shape and lived an active lifestyle. He did have triple bypass surgery about 8 years ago.
 - Ronny had no issues with sleep or fatigue.
 - Ronny would drink 1-2 cups of coffee in the morning.
 - Ronny had no major stress events going on his life.
 - Ronny never reported any concerns with flying or with the airplane.
 - Ronny was self-employed. He owned a business and did ranch work.
- **** Nothing Follows ****