



## RECORD OF CONVERSATION

**Jim Silliman**  
**Air Safety Investigator**  
**Central Region**

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**Date: 7/5/15**  
**Person: Mr. Nicholas Longo**  
**NTSB Accident Number: CEN15FA291**

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### **Narrative:**

Mr. Longo stated that he lived on the water near the accident site and he had a long pier that went into the bay. It's probably 1/4 mile from the accident site. He reported that he had observed the accident airplane and pilot flying low over the water numerous times within the last month before the accident occurred. He said the airplane would "buzz" over the water about 100 ft above sea level and about 250 ft from shore. On the day of the accident, he said the airplane was possibly even lower, but definitely at 50 ft or below. He said the winds were 25 – 30 mph. He did not observe any type of aerobatic maneuver on the day of the accident.



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**Date: 7/5/15**  
**Person: Mr. Barry Stegall**  
**NTSB Accident Number: CEN15FA291**

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### **Narrative:**

Mr. Stegall was a combat jet pilot during the Vietnam war and said he was very familiar with airplanes and aerobatic flight maneuvers. He lives near the beach where the accident occurred. He observed the airplane as it flew low directly over his house but did not see the impact of the airplane because it went down behind the houses between his house and the beach.

He stated that he was standing in his driveway and observed the airplane fly directly over his house. He saw the airplane go below the houses near the beach and heard the engine revving. He saw the airplane go vertical and saw the nose of the airplane "above the vertical." He said he thought the pilot might be trying to do a wingover or an Immelmann. He said the airplane appeared to be doing a loop but then the nose came straight down.

He arrived at the accident site and tried to assist the pilot and passenger until the EMS responders arrived about 5 minutes later.



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**Date: 7/6/15**  
**Person: Mr. Mike Delfino**  
**NTSB Accident Number: CEN15FA291**

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### **Narrative:**

Mr. Delfino was playing golf and he was on the 16<sup>th</sup> green and about 150 yards away when the accident occurred. He said he observed the airplane as it flew about 100 ft above the ground, from right to left as you looked toward the bay. He said the pilot's door was open and he heard the pilot yelling, but he was uncertain what he was yelling, and he was uncertain if the pilot was yelling at him or at the back seat passenger.

He said pilot was making some erratic turns and maneuvers at too low an airspeed and altitude. Before it crashed he said he heard the engine sputtering and then the airplane nosed down into the 16<sup>th</sup> T-box.

He rushed to the accident site and tried to lift up on the wing to get the pilot and passenger extricated. He said he observed fuel leaking out of the wings and from the leading edges of the wings.



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**Date: 7/8/15**  
**Person: Mr. Troy Dodson**  
**NTSB Accident Number: CEN15FA291**

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### **Narrative:**

Mr. Dodson said he was located in his pickup on the bluff overlooking the bay. He was facing the golf course at the time of the accident. He said the wind was howling as he observed the airplane for about 10 – 20 seconds, maybe longer, before it crashed.

He said the airplane came right over a rooftop and came towards him along the shoreline at a “really, really” low altitude – maybe 20 – 50 ft off the ground. He initially thought the airplane was going to make a landing. He saw the airplane go straight up into a loop and went upside down, and then it nosed dived into the ground.

He went to the accident site to assist. He stated that there was fuel leaking from both wings.



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**Date: 7/8/15**  
**Person: Mr. Robert Garcia**  
**NTSB Accident Number: CEN15FA291**

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### **Narrative:**

Mr. Garcia is the brother-in-law to Mr. Dodson. He was in the pickup with Mr. Dodson overlooking the bay. He stated that he observed the airplane accident and that it happened very quickly.

He stated that he observed the airplane coming towards them about 200 yards away. He stated that the airplane did 3 or 4 "wing waves" (rocking wings) before the airplane did a loop. It made a 180-degree direction change and was facing away from him. Then it went straight down. He said it looked like half a loop, and then it went straight down.

He went to the site to assist. He stated that others there said the airplane had been flying low over the area for the couple of weeks.