



RECORD OF CONVERSATION (Rev A)

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: April 3 & 4, 2018
Person Contacted: Mr. Michael Wilson (Pilot, based at KOAR)
NTSB Accident Number: WPR18FA112

Narrative:

The following is a synopsis of the information provided by Mr. Wilson in two telephone conversations on the dates above:

- The witness is a pilot who has a hangar at KOAR
- His hangar is in the south-most row of hangars located about midfield, and which are oriented parallel to the runway
- He was walking approximately southeast from his hangar to the very large hangar southeast of him, and was about in the middle of the ramp area between the hangars
 - That location was about 900 ft southwest of the impact location
- He turned when he heard the airplane taking off
- He first saw the airplane when it was still on the ground, on its takeoff roll on runway 29
- He saw the airplane break ground, and was surprised to see the landing gear immediately retract
 - He did not see any hesitation in the gear travel, and was somewhat surprised at how quickly it retracted
- He also saw the airplane pitch significantly nose up and enter a steep climb
- This stuck him as "super unusual right away"
- He observed the airplane to be at a "high angle of attack," and that the landing gear was fully "tucked up"
- He estimated the maximum altitude reached was about 400 feet, before the airplane leveled off and then "stalled"
- As the airplane began to stall, the nose swung to the airplane left, and the witness then realized that the airplane was potentially headed in his direction
- At the same time as the beginning of the stall, the witness saw a "puff" of what he likened to engine exhaust
 - The color of the "puff" was light blue-gray
- At that point, he looked away from the airplane in order to determine a possible path to safety

- When he looked back at the airplane, he observed it to be continuing in its left turn, so that it was headed back towards the threshold of runway 29
- The airplane continued to pitch down and began descending rapidly
- The airplane struck the ground and immediately caught fire
- The impact site was southwest of the intersection of runway 29 and taxiway C
- The witness had not seen the airplane that day prior to his seeing it on the accident takeoff
- The witness did not hear the engine make any unusual sounds/noises
 - The engine was running at a very high rpm during the entire event