

4-30-2018

To: Maja Smith, NTSB IIC

On April 9th, 2018, I Kyle Springerley, was setting up barricades on the Kilo ramp for the nightly closure for construction. Starting at the far North end of the air field and working my way south, I was one intersection North of taxiway A13 when I glanced at the clock showing 8:43PM in the truck. Having the outside speaker on while setting up the barricades, I overheard SDL tower ask N9456P if they were experiencing any difficulty. While I looked down the runway I saw N9456P coming my way while listening to their response that they were, "...good [and] just doing some training."

As they flew by I noticed they appeared to drift toward the west side of the runway safety area while at a low altitude. The engine sounded as if it was not completely at full power as other planes have sounded before. I was not sure if it was struggling or if it was just that particular type of engine. It did not sputter or sound rough, nor were there visible smoke, fire or vapors. It was just producing a low tone as if it had lower RPMs.

Before reaching the end of the runway, it started an early left crosswind turn. Continuing in the turn, it started to descend just before disappearing out of sight behind buildings and trees. Hoping and praying they could either gain altitude or land safely, seconds later I heard an explosion and saw the plume of smoke and fire reflecting in the smoke billowing above the nearby rooftops and trees.

Immediately I notified my coworkers that the plane had gone down and travelled to the North construction gate to stage in case Foam 609 needed to get landside from that point while also providing an update on the location of the crash.

Kyle Springerley
Airport Operations Technician
City of Scottsdale



The picture below shows the approximate path N9456P took as observed in orange from my position (green dot).

