

N901X
Jean

to:

Donald F Morgan

06/21/2010 09:29 AM

Please respond to "Jean"
Show Details

History: This message has been replied to.

Don,

Received your message about the crash of the RV8 in Truckee. The crash occurred just ahead of me, unfortunately I did not see it happen but heard the pilot communicate just prior to the crash.

The following is my statement :

I was descending into Truckee at about 10,000 feet over Squaw Valley when called in my position and what my intentions were as far as landing at Truckee. . I then heard N901X say that he was in the downwind for rw 28. the winds appeared to favor rw 19 but I thought that would change to rw 28 as that seemed to be what the traffic was using. While I was approaching the landfill area , I heard the pilot of N901X say he was turning left base to 28. I never did see him but as I started to enter downwind to 28 I heard some say that there was an airplane down on the approach end of 28. I changed my landing plans and went into the rt downwind leg for 19 instead of 28. .

I never heard the pilot of 901X say anything after his left base leg announcement to 28. I never heard any tension in his voice and did not think that anything was the matter. Everything sounded pretty normal up to this point.

My observations of the conditions that day were that it was clear, with variable winds out of 220 to 240 at about 10kts with some small gusts to maybe 15kts.. The air was quite smooth for the afternoons around Truckee. It was all in all a pretty good afternoon for flying in the area.

Jean P Sagouspe

Los Banos Ca. 93635

N3217M A-36TC Bonanza

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Los Banos Ca. 93635

N3217M A-36TC Bonanza

Witness report Vans RV crash at KTRK
Jeff Hurst

to:

Donald F Morgan

06/18/2010 07:44 PM

Please respond to jeffreg
Show Details

History: This message has been replied to.

Witness Report

Crash of Vans RV8 on 6-17-10 at 2:06pm PDT

Witness: Jeff Hurst Private Pilot, [REDACTED] (work#)

Email: [REDACTED]

My wife and I were returning from a cross country trip in our Cessna 182, landing at KTRK, Truckee. The AWOS was calling out wind direction and wind strength which we monitored throughout our landing. We touched down on Runway 28 at 2:05pm PDT and recorded that time in our trip log, (time later confirmed on our GPS). During the final approach winds were variable direction at approximately 240 degrees at 12 knots gusting to 18 knots at the time we landed. If I remember correctly listening to the AWOS during our approach the wind direction varied between 190 and 270 degrees at 10-15 knots gusting from about 15 to 25 knots.

As we were landing we observed another single engine Cessna on downwind. After touching down I believe I noticed the Vans RV crossing over the middle of the airport heading 190degrees, (he was parallel and to the West of the crosswind runway 19). We turned off the active and began to taxi to our hangar as the Vans RV turned downwind. The Cessna we saw on downwind earlier landed right behind us, the Vans RV would have been #2 behind us. We both looked up at the Vans RV flying downwind through our windscreen. He was flying straight and level at what appeared to be pattern altitude. We heard an aircraft calling their turn to base which I believe was the Vans RV but I can't be sure. The transmission we heard was a normal tone of voice with a relaxed cadence. We continued down the taxiway parallel and facing towards opposing landing traffic on runway 28 when we both saw an airplane knife edge, left wing down, right wing up, the canopy facing us, in a sharp turn that increased to diving turn at a 45degree angle to the ground at a high rate of speed from the upper right of our windscreen to the lower left of our windscreen and disappear below the end of Runway 28. My involuntary response to my wife was, "Oh god, they're dead." This a response from seeing the speed, the angle and the configuration of the aircraft, it appeared to me to not be survivable. The shape of the airplane and the canopy lead me to believe it was the Vans RV we had just seen on downwind. Runway 28 is situated on top of a low mesa, the ground drops off beyond the runway end so we did not see actual impact nor did we see dust or smoke. I immediately keyed the mike and called KTRK Unicom and reported the accident. They responded and I believe they sent one of the airport pickups toward the scene. This occurred no more than a minute or two minutes after my wife recorded our touch down time which would make the time of the crash 2:06 or 2:07pm PDT. Immediately after we saw the Vans RV go down I noticed a Baron taking off on runway 28. I thought that unusual at the time as it seemed the Vans RV, if his turn to final would have been successful, would be too near to the Baron taking off. I considered that maybe he had a mechanical problem and was trying to make the runway but neither of us heard any call on Unicom to that effect, so this is just supposition on my part. We heard another pilot in the pattern report the location of the wreckage to Unicom a couple minutes later. I then shut down my radios and engine, put the plane in the hangar and went to Unicom to give them my contact information.

Jeff Hurst

Truckee Crash
Robert Coombs

to:

Donald F Morgan

06/18/2010 01:11 PM

Show Details

History: This message has been replied to.

From my home, on a hill west of the field, I have an unobstructed view of the approach end of runway 28. As a private pilot I enjoy watching the traffic on approach and landing with my 10X binoculars. Shortly after 2 PM yesterday I spotted a plane on base leg. It appeared pretty standard. The winds were gusting out of the southwest 10 to 20 knots from around 220°. It looked like the plane continued beyond the normal turning point for final, and was now north of the final approach and becoming low. At this point the plane attempted to execute a steeply banked left turn to final. I would estimate the bank angle to be 45° to 60°. As soon as the plane entered the turn, it immediately plummeted downward at a high rate of speed. At this point I lost sight of the aircraft behind a knoll in a low area near Martis Reservoir.

Robert Coombs