

Witness Statement

McKenny Van

From: Simpson Elliott
Sent: Wednesday, October 02, 2013 2:17 PM
To: McKenny Van
Subject: FW: Santa Monica Accident

Elliott Simpson
Aviation Accident Investigator
National Transportation Safety Board
1515 West 190th Street, Suite 555
Gardena, CA 90248

-----Original Message-----

From: Kevin Ellington [mailto: [REDACTED]]
Sent: Wed 10/2/2013 4:35 PM
To: Simpson Elliott
Subject: Santa Monica Accident

Eliot Simpson

I am the American Flyers FBO worker who interviewed with you about the plane crash at Santa Monica.

I want to clear some things up. I am not absolutely sure of the configuration the plane was in during the landing rollout so please use the films from Atlantic for that info. What I am absolutely sure of is the following; There was a loud bang during the landing rollout followed by fire in one or both of the engines. The rpm then increased and the aircraft pitched up high, never leaving the ground, and then dropped back down quickly followed by a decrease in engine rpm. The aircraft then veered to the right onto taxiway alpha. The right wing hit first as the plane moved into the hangers. The fire first appeared on the left side of the tail.

If I recall anything else I will let you know.

Kevin Ellington

Witness Statement

McKenny Van

From: Jill Chozen [REDACTED]
Sent: Tuesday, October 01, 2013 10:38 PM
To: eyewitnessreport
Subject: Witness Information For Santa Monica Airport Plane Crash Of Sept. 29

I would like to help by providing you with the following information regarding what my husband and I saw minutes before the private jet crashed onto a runway at Santa Monica Airport on Sunday evening, September 29...

Somewhere in the neighborhood of 6:15 PM or 6:20 PM (this is an estimate), we were in our car traveling south on Veteran Avenue near Olympic Boulevard. It was a very clear evening. We both noticed and commented on a jet plane which appeared to be going in for a landing in the vicinity of what we knew to be Santa Monica Airport, which was close to where we were at the time. This plane had all its lights on, but was coming in at very fast speed and at a sharp angle which didn't appear to us to be at all normal. We were both very worried about what we saw, and yesterday we read about a crash and saw it on the news. We're quite sure this was the plane we saw, at the approximate time we thought we saw it.

I hope this might be helpful to you.

If you or the FAA would like to contact us for further verification or questions, please don't hesitate.

Good luck with your investigation.

Best Regards,

Jill Chozen
[REDACTED]

Allen Chozen
[REDACTED]

Witness Statement

McKenny Van

From: George Scott [REDACTED]
Sent: Monday, September 30, 2013 9:45 AM
To: eyewitnessreport
Subject: Santa Monica jet crash

To Whom It May Concern,

I witnessed the crash of a jet yesterday at Santa Monica airport and wanted to report what I witnessed in case it may help your investigation.

I was playing with my daughter at the toddler playground at clover park which is directly next to the north side of the runway. I heard a loud "whomp" like a backfire which was out of the ordinary. I looked up to see a jet coasting down the runway at the usual speed for that portion. I believe I heard at least one more "whomp" as the plane continued to travel down the runway without appearing to slow down. I could tell that something was not right. I followed the plane down the runway at which point it was partially obscured from my sight by trees and other parked planes. The tail was still visible as it appeared to turn right at a speed higher than normal. It appeared to continue straight where it went out of sight and I heard a dull crash. I did not hear any skidding, abnormal jet noise or any other noise besides the "whomps". I did not see any flame or sparks either. Smoke appeared within a minute of the crash.

I have a video taken 3 minutes after the crash. The footage just shows smoke but towards the end a man asks if I heard three pops and then mimics how he heard them. Also, there is a loud pop at the end of the video which is similar to the "whomp" that I heard. The file is too large for email. If you would like a copy please send instructions.

Taylor Scott

Witness Statement

McKenny Van

From: Richard.A.Falco [REDACTED]
Sent: Thursday, October 03, 2013 10:42 AM
To: Stelios Makrides
Cc: McKenny Van; Charles.E.Johnson [REDACTED]; Donald.G.Griffin [REDACTED]; James.M.Magill [REDACTED]; Catherine.G.Lehman [REDACTED]
Subject: Re: FW: Sunday Airport Crash SMO - N194SJ

Follow Up Flag: Follow up
Flag Status: Flagged

THANK YOU!

From: Stelios Makrides [REDACTED]
To: Richard A Falcon/AWP/FAA@FAA
Date: 10/03/2013 10:37 AM
Subject: FW: Sunday Airport Crash

Since the NTSB is on furlough I thought it will be best if I forward this email to you.

Stelios Makrides
Santa Monica Airport | Acting Airport Manager
3223 Donald Douglas Loop South | Santa Monica, CA 90405 [REDACTED]

From: Airport Mailbox
Sent: Tuesday, October 01, 2013 2:37 PM
To: Stelios Makrides
Subject: FW: Sunday Airport Crash

From: Jeffrey P. Nolan [REDACTED]
Sent: Tuesday, October 01, 2013 12:36 PM
To: Airport Mailbox
Subject: Sunday Airport Crash

For what it is worth, I was on a parallel surface street when passenger jet was on the glide path. In the car, my kids pointed it out and I looked a couple of times. The plane's approach prior to crossing over the 405 looked good. Stable, even, and no apparent distress.

I then pulled onto the 10 freeway and onto the 405 ramp heading South. The sun was directly in my eyes such that even with the visor down, and sun glasses on, I still had trouble picking up break lights and I was 100% focused. The smoke from the accident was discernible at that point.

Jeffrey P. Nolan
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Record of Conversation



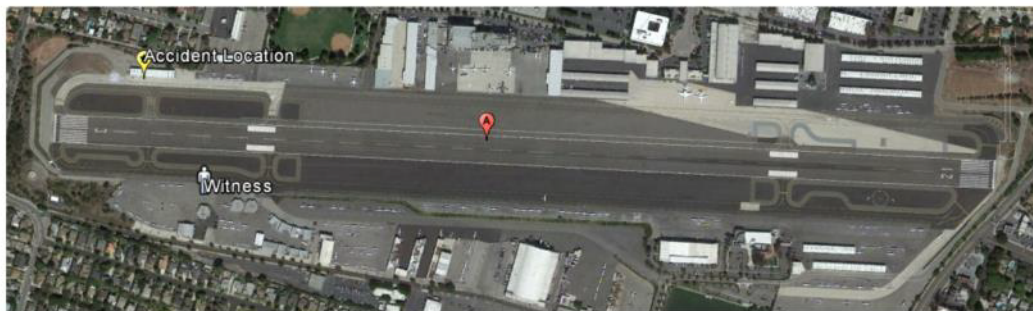
RECORD OF CONVERSATION

Elliott Simpson
Aviation Accident Investigator
Western Pacific Region

Date: September 30, 2013
Person Contacted: Kevin Ellington, [REDACTED]
[REDACTED]
NTSB Accident Number: WPR13FA430

Narrative:

Mr. Ellington was positioned at the fueling Island located at the American Flyers FPO, on the south side of the runway. He is employed by American Flyers as a fueler. He observed an airplane approaching Runway 21 from the east with its landing lights on. The approach appeared normal, and similar to the many landings he had seen before. The airplane landed and continued an uneventful ground roll, and he observed what appeared to be the deployment of engine thrust reversers with an accompanying deceleration. Once the airplane reached position (A), adjacent to Atlantic Aviation, he heard a bang sound. Coincident to the sound he saw an orange glow in the left engine intake shroud, which he assumed was fire. He then heard the sound of an engine spooling up. The airplane's nose then pitched up to an angle that he described as excessive, and greater than he had seen an airplane do before; he assumed that the pitch-up action resulted in a tail-strike, but did not observe evidence of a strike such as sparks. The nose then dropped back down very hard. He likened the maneuver as to one similar to an RC airplane. The airplane then began to turn to the right, and he became concerned that the pilot had lost directional control. The engines began to make a sound consistent with spooling down, and the airplane continued turning to the right, striking the hangar. The main landing gear remained on the ground throughout the entire rollout sequence, through to the collision.



Record of Conversation

Monday, September 30, 2013
9:30 AM

Interview:	Leo Iniguez
Phone:	██████████
Location:	Santa Monica Airport

Narrative:

The following is a summary of conversation with Officer Leo Iniguez, who is a Airport Services Officer, and observed the accident airplane land.

Officer Iniguez was at the base of the airport beacon when he observed the accident airplane approach and land. He said that the approach looked normal and the landing was slightly beyond the touchdown zone. He then turned away and did not see the airplane impact the hangar.

Van S. McKenny IV
Aerospace Engineer (Field)
Western Pacific Region

Record of Conversation

Thursday, February 20, 2014
2:36 PM

Interview:	Brian Blackburn
Phone:	██████████
Location:	Telephone Conversation

Narrative:

The following is a summary of conversation with Mr Brian Blackburn, who is the Operations Manager of the Atlantic FBO at Friedman Memorial Airport (KSUN), Hailey, Idaho.

Mr Blackburn reviewed the fueling records and reported that on Sept 29, 2013, at 1623 MST, N194SJ, was fueled with 150 gallons jet A (negative Prist)each side (300 gal total) per the pilot's request.

Van S. McKenny IV
Aerospace Engineer (Field)
Western Pacific Region

Record of Conversation

Tuesday, September 29, 2015
6:00 PM

Interview:	Richard Brown
Phone:	██████████
Location:	SMO Tower

Narrative:

The following is a summary of conversation with Mr Richard Brown, who was the local controller at the time of the accident.

Mr Brown stated that he recalls the airplane making a normal landing on the runway touchdown zone markings (abeam the tower). As the airplane was rolling out it started to drift to the right of the centerline which prompted him to radio the pilot and ask if he needed assistance. The pilot did not respond. The airplane then pitched up and came back down, but never left the ground, and then veered hard right into the row of hangars at the end of the runway.

Van S. McKenny IV
Sr Aviation Accident Investigator
Western Pacific Region

Record of Conversation

Monday, November 04, 2013
4:07 PM

Interview:	Pete Coleton
Phone:	██████████
Location:	Telephone Conversation

Narrative:

The following is a summary of conversation with Mr Pete Coleton, who installed the cameras on the airport that are intended to document aircraft departing for the purposes of billing landing fees.

Mr Coleton said that the cameras are located at the end of runway 21 and are pointed at the runway stripes. The cameras utilize motion detection to activate the camera. Mr Coleton and his colleagues reviewed all photos that were taken during the time surrounding the accident and they did not find any photos of the accident airplane.

Mr Coleton said that they had installed cameras on or near the control tower that were intended to photograph airplanes that were doing training, specifically, touch and goes. They were working on tuning the motion capture parameters. At that time the parameters were set up to capture single engine airplanes, but not be activated by faster airplanes such as jets. A review of that system did not reveal any photos of the accident airplane.

Van S. McKenny IV
Aerospace Engineer (Field)
Western Pacific Region

Record of Conversation

Tuesday, October 22, 2013
10:54 AM

Interview:	Mathew Benjamin
Phone:	██████████
Location:	Telephone Conversation

Narrative:

The following is a summary of conversation with Mr Mathew Benjamin, son of the accident pilot.

Mr Benjamin stated that he was aware of the need to locate the pilot and aircraft records, and that Mr Robert Gives is his fathers executor and is the best contact who would have knowledge of the location of the records. He knew his father frequently attended training at Flight Safety in San Antonio, and that maintenance was performed at Cescom in Sacramento.

Mr Benjamin said that they fly to Hailey, ID, regularly over the last 20 years. Hailey is like a second home for them and his father was planning on retiring there with in the next 3-5 years. He has a house in Hailey. His father would regularly make weekend trips to Hailey, leaving on Friday and returning on Sunday. He always planned his flight to be back before it got dark. The purpose of the trip was two fold. His father was on the board of directors for a number of non-profits which involved a couple of meetings, and he was winterizing his house. In all respects this was a regular weekend.

His father had flown his own airplane regularly over the last 20 years. He owned a Cessna 421 C, then a Beech KingAir, then a Cessna Jet (CJ1), and finally a Cessna Jet 2 (CJ2). He incrementally increased his skill with higher performing airplanes.

Van S. McKenny IV
Aerospace Engineer (Field)
Western Pacific Region

Record of Conversation

Friday, October 25, 2013
1:00 PM

Interview:	Gregory Wain
Phone:	██████████
Location:	Santa Monica Airport

Narrative:

The following is a summary of conversation with Mr Gregory Wain, who is the manager of Atlantic Aviation Services FBO at the Santa Monica Airport.

Mr Wain said that the pilot called in about 10 minutes before landing asking that the hangar be prepared for their arrival. The linemen who work at Atlantic and who were outside preparing the hangar did not see or hear anything unusual. Every thing appeared normal, normal touch down, normal speed, and they did not notice anything was wrong until they saw the smoke from the end of the runway.

Mr Wain stated that he had known the pilot for about 15 years and that the pilot flew out of the airport almost every Friday. Mr Wain also thought that the pilot had only one option if there was a problem stopping the airplane. The end of runway 21 drops off steeply into houses, the left side drops into a concrete drainage culvert and steeply droops over 100 down into a residential area, and the apron by American flyers also drops off very steeply into residential area . However, on the north side, by the 25 St gate and fire department there is raised terrain that would stop the airplane. In Mr Wain's opinion, the only option if the pilot could not slow the airplane is to veer to the right and aim for the embankment behind the last row of hangars on the north side of the runway.

Van S. McKenny IV
Aerospace Engineer (Field)
Western Pacific Region