

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION

BRACKETT ATCT

(Facility name)

LA VERN, CALIF

(Location)

POC-ATCT-125
N8145M

(Incident/Accident Report Number)

07/04/02

(Date of Incident/Accident)

The following is a report concerning the accident/incident to aircraft N8145M

(call sign)

C310

(aircraft type)

BRACKETT AIRPORT

(Location)

on

07/04/02

(date)

at approximately 1930 GMT.

(time)

My name is GREGORY E. LEATHLEY

(operating initials)

I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at

BRACKETT ATCT

(facility name)

LA VERN CALIF

(city and state)

During the period of 1345 GMT, 07/04/02 to _____ GMT, _____, I was on

(time)

(date)

(time)

(date)

duty in the BRACKETT ATCT

(facility name)

I was working position CIC/GC

from 1900 GMT to 1935 GMT.

(time)

(time)

N8145M DEPARTED RWY 26L, DID NOT APPEAR TO GAIN ALTITUDE NORMALLY, (KLAXSON ACTIVATED) PILOT THEN YELLED MAY DAY / MAY DAY. I CALLED 911. I DO NOT REMEMBER ^{WHAT} THE VARIOUS SETTINGS OF THE OPERATIONAL EQUIPMENT WERE AT THE TIME OF THE ACCIDENT.

[Redacted Signature]
(Control Tower Full Name), ATIS
(Facility Name) POC

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION

Brackett ATCT
(facility name)

LA Verne, Ca.
(location)

POC-ATCT-125
N8145M

(Incident/Accident Report Number)

7-4-02

(Date of Incident/Accident)

The following is a report concerning the accident incident to aircraft N8145M,
(call sign)

C310, at BRACKETT Airport, on 7-4-02,
(aircraft type) (location) (date)

at approximately 1930 GMT.
(time)

My name is Ramin Panahi (PI). I am employed as an Air Traffic Control
(operating initials)

Specialist by the Federal Aviation Administration at Brackett ATCT,
(facility name)

La Verne, Ca.
(city and state)

During the period of 1600 GMT, 7-4-02 to 0100 GMT, 7-5-02 I was on
(time) (date) (time) (date)

duty in the Brackett ATCT. I was working position LC1.
(facility name)

from 1901 GMT to 1939 GMT.
(time) (time)

At approx. 1930z I cleared N8145M for take off

At approx. 1931 I observed N45M descend instead of climb, I notified EIC &

Activated Klaxon, N45M Declared May Day May Day MAYDAY, I told N45M that assistance in inbound to his location. EOS PE

I do not remember what the various settings of the operational equipment were at the time of the accident. EOS.

[Signature] ATCS

(Controller's Full Name), ATCS
(Facility Name)

Received
NTSB
JUL 22 2002
Erik R. G...
5

COUNTY OF LOS ANGELES-SHERIFF'S DEPARTMENT SUPPLEMENTAL REPORT

DATE: July 6, 2002

FILE: 002-04170-0820-494

C: Aircraft Accident;
Persons Dead (Recreational Accident); Persons Injured

ACTION: Active / Additional Witness and
Statement

V: Brand, Michael [REDACTED]

D: _____

S: _____

NARRATIVE

The purpose of this Supplemental Report is to identify an additional witness and his statements to the above incident that occurred on Thursday, July 4, 2002 along the East Shore of Bonelli Park.

On Friday, July 5, 2002 at 1700 hours, I received a phone call from an individual identified as Thomas Davis [REDACTED], [REDACTED], Covina, CA 91724, home phone [REDACTED], cell phone [REDACTED] who related the following.

Witness Davis said that on Thursday, July 4, 2002 at 1230 hours, he, along with his wife (Marilyn Davis [REDACTED]) and two children were boating in Puddingstone Reservoir approx 50 yards west of the buoy markers located west of the East Shore. They were facing in a northerly direction when they observed a white twin engine plane (later identified as a 1964 twin engine Cessna, model 310 I, registration number of N8145M) flying towards the west as if it just departed from Brackett Airport. The plane appeared to be approx. 100 feet above the ground as it approached over the reservoir. Witness Davis said as the plane became closer, it sounded like the engines were backfiring and the right propeller was not turning as fast as the left propeller.

Witness Davis continued to say that he also noticed that the plane's landing gear was in the down position. The plane then began to turn towards the left (southbound). As the plane was making its turn, the plane continued to lose attitude and began to fly over the shore where the right propeller struck a tree, causing the plane to spin around. The plane then struck a second tree, causing the plane to bounce up into the air and over the tree. At this time witness Davis lost sight of the plane, but hear the sound of the plane crashing as it was hitting the ground.

Witness Davis said he can be contacted at any time in regards to this incident.

BY: Deputy David W. Smail [REDACTED]

APPROVED: SGT. GILMORE [REDACTED]

ASSIGNED: Aero Bureau

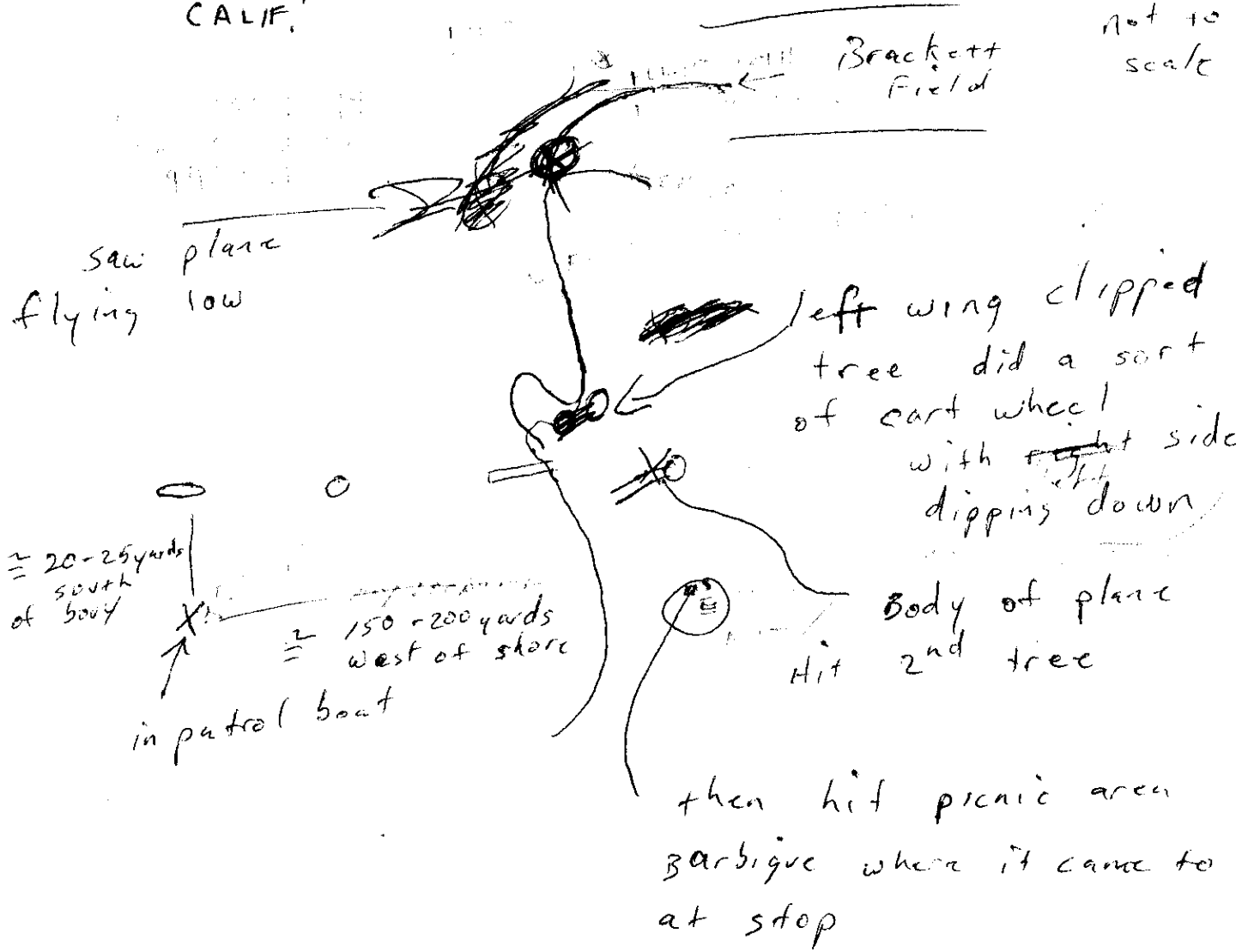
SECRETARY: _____

Jeff Jones

Sr Lake Lifeguard TITLE

Bonelli Park
LA County 91773
CALIF.

not to
scale



ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 11/19/01 BY 60322 UCBAW

ALAN TAYLOR

LOS ANGELES COUNTY LAKE LIFEGUARD

EMPLOYEE # [REDACTED]

PHONE # [REDACTED]

FRANCIS BENJAMIN REGIONAL PARK

(OVER 100)

PATROLLING PROHIBITED ZONE IN DRAW III, SUMMER WAS JOE JUNG.

AS WE TURNED THE SOUTH EAST EAST BOATING CONCRETE, HEADING NORTH WEST TOWARDS THE ~~FOOD COATING AREA~~ WHEN I NOTICED THE PLANE FLYING ABOUT 20 FT OVER BUSH POINT THE PLANE LOOKED TO BE UNDER POWER (PROPS WERE TURNING). LANDING GEAR WAS UP.

NOTE: NORMALLY YOU CAN HEAR THE RPM'S OF THE PLANE WHEN TAKING OFF, FOR THIS ONE I HEARD NOTHING.

AS THE PLANE TURNED THE POINT IT STARTED COMING TO

THE LEFT (TOWARDS SHORE) SEEMED LOSEING ALTITUDE THE PLANE

GLIPPED IT. PROPS SIDES WIND ABOUT HALF WAY UP THE WIND PULLING

THE PLANE INTO A CIRCULAR THE MAIN BODY HIT THE SEVERAL

TREES ON STARBOARD SIDE SEVERAL BRANCHES THE PLANE LAID TO

REST ON A PINE TREE.

REPORT CONTINUATION NARRATIVE

URN [REDACTED]

V2 (ALDER) WAS EJECTED FROM THE AIRCRAFT UPON IMPACT AND HIS BODY WAS LYING APPROXIMATELY 25 FT NORTH OF THE AIRPLANE FUSELAGE.

I CONTACTED W1 (TAYLOR), WHO STATED THAT WHILE SITTING IN A LIFE GUARD BOAT, APPROXIMATELY 100 FT. WEST OF THE LOCATION, HE OBSERVED THE FOLLOWING. THE ABOVE AIRCRAFT WAS APPROXIMATELY 20 FT ABOVE THE TREE TOPS AND DID NOT APPEAR TO BE GAINING ALTITUDE. W1 (TAYLOR), THEN STATED THAT THE PLANE BANKED TO THE LEFT AND STRUCK A PINE TREE. THIS CAUSED THE PLANE TO SPIN 180 DEGREES WHERE IT STRUCK A SECOND PINE TREE, APPROXIMATELY 100 FT. FROM THE FIRST TREE. W1 (TAYLOR) FURTHER STATED THAT AFTER THE PLANE HIT THE SECOND TREE, IT SPUN AROUND ANOTHER 180 DEGREES AND BELLY FLOPPED TO THE GROUND, STRIKING NUMEROUS PEOPLE WHO WERE PICNICING AT THE LOCATION. W1 (TAYLOR), FURTHER STATED THAT PRIOR TO THE CRASH, HE SAW BOTH PROPELLERS SPINNING, BUT COULD NOT HEAR THE ENGINES RUNNING.