



INTERVIEW SUMMARY

Elliott Simpson
Aviation Accident Investigator
Western Pacific Region

Interview Date: April 11, 2018
Person Contacted: Briana Carls. [REDACTED]
NTSB Accident Number: WPR18FA119

Narrative:

During an in-person interview, Ms. Carls stated the following:

- She is a line service technician and has been employed at Ross Aviation for 6 months.
- She was on the ramp when the passengers for N9456P arrived, and she observed the group loading into the airplane.
- The group appeared to be trying to figure out the optimal seating arrangements and were taking photographs during the process.
- After loading was complete, she watched as the pilot attempted to start the airplane's engine. It took multiple attempts before starting, and she asked her co-worker, Ryan Sexton if this was normal.
- It then started, and she watched the airplane taxi away. All of the passengers in the rear could be seen looking down at their phones.
- The airplane taxied out of her view towards the approach end of runway 3, but she continued to listen to it, and eventually heard what sounded like a run up.
- She was still next to the FBO when she heard the engine tone increase, and she watched the airplane roll down the runway and eventually leave the ground as it approached her location at the FBO.
- Once it reached taxiway A4, about perpendicular to her location, the airplane started to roll from left to right. She could not tell if the landing gear was touching the ground, but the rolling motion was extreme.
- The airplane's nose then began to pitch up and down, and the combined movements were so aggravated it almost seemed as if the pilot was "playing around".
- The oscillations diminished, and the airplane began to climb, reaching about level with the top of the adjacent airport buildings.

- It continued roughly at the same altitude, until it began a climbing left turn, which appeared similar, although lower, than most aircraft departing the pattern. However, as the turn progressed the nose of the airplane started to point back down to the ground and out of her view. A fireball ensued.
- At no point did she hear any unusual sounds, or see the airplane emitting smoke, fire, or vapors, and the engine sounded just like a typical compared to the airplanes she regularly observes.



INTERVIEW SUMMARY

Elliott Simpson
Aviation Accident Investigator
Western Pacific Region

Interview Date: April 11, 2018
Person Contacted: Ryan Sexton, [REDACTED]
NTSB Accident Number: WPR18FA119

Narrative:

During an in-person interview, Mr. Sexton stated the following:

- He was working at the front desk of the Ross Aviation FBO on April 9, 2018.
- About 2015, a tattooed man came in from the street entrance asking if it was the Signature FBO. Mr. Sexton told him it was not and provided instructions on how to get to Signature. Mr. Sexton then called Signature to arrange for them to pick up the group, and a short time later the man came back in and said that he had told his pilot that he was at Ross, and that they no longer needed to go to Signature.
- The man was now accompanied by a group of three women and another man.
- The group sat at the table in the main lobby and ate dinner which they had all brought with them. They had casual conversations and seemed to be well mannered and in good spirits.
- Mr. Sexton listened as the man with the tattoo's described to the group that he was undergoing flight training and was a few hours short of his solo flight.
- One of the group asked if Mr. Sexton knew where the airplane was, and his colleague at the front desk, Abril, searched for it using flight tracking software, but could not find any record of the airplane, but shortly thereafter it arrived at the Ross FBO.
- The group finished their meals, then exited onto the ramp and boarded the airplane.
- Mr. Sexton felt alarm at the sight of so many people getting into what appeared to be a relatively small airplane.
- During the boarding process, the pilot came into the lobby, and appeared to be somewhat "flustered", but did not say anything.
- No fuel was purchased.



INTERVIEW SUMMARY

Elliott Simpson
Aviation Accident Investigator
Western Pacific Region

Email Date: April 13, 2018
Person Contacted: Joel DeConcini <[REDACTED]>
NTSB Accident Number: WPR18FA119

Narrative:

In an email dated April 13, 2018, Mr. DeConcini stated the following:

"Here is what I have for my statement. If you have any questions, don't hesitate to reach out. Also, I've attached a picture that describes my location relative to the aircraft impact site which you may find helpful.

On Monday evening, my wife and I were driving eastbound on Frank Lloyd Wright Blvd, east of Lowe's Home Improvement, west of Hayden Road. As we drove east, we identified what we thought to be an airplane. I observed and said, "Look how low that plane is flying." At first glance, I assumed the air traffic was south-flow (that is, landing on Runway 21) and that the lights I saw was an aircraft on final approach for Runway 21. But as we continued eastbound, it became apparent that the aircraft was in fact turning, now pointing west (towards us) in a left hand turn (in what I now understand to be an attempt to return to the airport). In addition to the position lights, I observed two landing lights on each wing, which provided a good picture of the aircraft's attitude as it continued its turn. Because of its low altitude, I continued to watch the aircraft (I was in the passenger seat--my wife was driving). As the aircraft's turn progressed, the angle of bank continued to increase. It passed 45 degrees angle of bank, and continued still until reaching about 70-80 degrees angle of bank. As the bank angle increased, the rate of descent also increased. It was apparent after about 45 degrees angle of bank that the aircraft was in an unrecoverable position. We saw the plane drop behind the trees and dirt embankment, and a second or two later a large fire ball emerged from the crash site.

We called 911 immediately and they informed us that the tower had already notified them. We turned North on Hayden to see if there was anything a bystander could do. Although, based on the aircraft attitude (which I assessed to be extremely nose low (perhaps 60 degrees or greater)), I didn't expect much could be done to help. We got out of our car in the circular drive

just east/south of the parking lot at Bell and Hayden. From there, we had a clear line of site to the wreckage and fire. We did not approach the crash site; police arrived within 90 seconds of our arrival, and it appeared obvious there would be no survivors. We left in order to get out of their way.

Let me know if you have any questions or need more information.

Thanks!

Joel”

