

Banning Brice

From: [REDACTED]
Sent: Tuesday, April 10, 2018 10:27 AM
To: Banning Brice
Cc: [REDACTED]
Subject: FW: N9133Z

Brice,

Bob Patterson, just sent me this additional info. I wonder now if the pilot even had an actual plate, with the ODP text, in the cockpit when he departed.

Mike

Michael Walcker
Aviation Safety Inspector
Oakland Flight Standards District Office
1420 Harbor Bay Parkway, Suite 280
Alameda, CA 94502
[REDACTED]

From: Patterson, Bob [REDACTED]
Sent: Tuesday, April 10, 2018 11:22 AM
To: Walcker, Michael J (FAA) [REDACTED]
Subject: RE: N9133Z

Michael- An extra piece of information, Thursday evening the pilot of N9133Z was asking one of the Fed Ex pilots the procedure for an instrument departure for runway 29. Bob

From: [REDACTED]
Sent: Tuesday, April 10, 2018 11:19 AM
To: Patterson, Bob
Subject: RE: N9133Z

Hi Bob, I appreciate the extra info.

Thanks,

Michael

Michael Walcker
Aviation Safety Inspector
Oakland Flight Standards District Office
1420 Harbor Bay Parkway, Suite 280
Alameda, CA 94502
[REDACTED]

[REDACTED]

From: Patterson, Bob [REDACTED]
Sent: Tuesday, April 10, 2018 10:55 AM
To: Walcker, Michael J (FAA) [REDACTED]
Subject: RE: N9133Z

Michael- I recall the pilot sumping his tanks Thursday after he fueled. Bob

From: [REDACTED]
Sent: Tuesday, April 10, 2018 7:24 AM
To: Patterson, Bob
Subject: RE: N9133Z

Hi Bob,

Thank you very much for the email, I appreciate the details. One follow-up question for you.

Do you recall seeing, on either Thursday or Friday, if the pilot of N9133Z sumped his fuel tanks checking for contamination?

Thanks,

Michael

Michael Walcker
Aviation Safety Inspector
Oakland Flight Standards District Office
1420 Harbor Bay Parkway, Suite 280
Alameda, CA 94502

[REDACTED]

From: Patterson, Bob [REDACTED]
Sent: Monday, April 09, 2018 9:12 AM
To: Walcker, Michael J (FAA) [REDACTED]
Subject: N9133Z

Michael- N9133Z landed around 4:45pm Thursday night and taxied up to the fuel island. I helped the pilot with the fuel system and informed him where he could park for the evening, he was to depart the following day. I asked if he had a ride and he would be using UBER. On Friday April 6th around 4:45PM the pilot returned to the field and walked to his aircraft and prepared to take off. I was leaving the airport at 5pm and noticed he was waiting in the run up area of 11, a Fed Ex Caravan was landing.

I received a call at home from ARCC informing me there was a ELT going off in the vicinity of the airport, and that a pilot had filed an IFR flight plan but did not contact Oakland Center. I responded and was at the airport by 6PM, the Mooney had departed and there was not sight of the aircraft off the end of runway 29. I spoke with John who was sitting on the deck of the terminal building and asked if he saw the plane depart. John stated the Mooney left between 5:10 and 5:15PM, he also mentioned the pilot announced on the radio he was departing on runway 29. John corrected the pilot and it was acknowledged. I then went into the office and turned the radio to 121.5 and did not hear the beacon. I then drove on Ely to Casa Grande Road and Frates Road looking for any signs of an aircraft. I called back to the

number provided and informed them of what I had done. Around 7PM I received a call from the Petaluma Police Department stating they were at the airport looking for the overdue aircraft. I gave them an update on what I had done.

Bob

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Banning Brice

From: [REDACTED]
Sent: Tuesday, April 10, 2018 1:10 PM
To: Banning Brice
Cc: [REDACTED]
Subject: FW: Petaluma accident

Brice,

Further statement from John Haugen, see below. I believe he misspelled the N-Number by mistake.

Thanks,

Mike

Michael Walcker
Aviation Safety Inspector
Oakland Flight Standards District Office
1420 Harbor Bay Parkway, Suite 280
Alameda, CA 94502

From: [REDACTED]
Sent: Tuesday, April 10, 2018 1:31 PM
To: Walcker, Michael J (FAA) [REDACTED]
Subject: RE: Petaluma accident

Hello Michael,

I'm pleased to be of further help .

Negative. I did not witness any activity of preflight of N0133Z. The pilot's actions at his stationary airplane at any time were not observed by me.

I did not look.

Sincerely,

John

From: [REDACTED]
Sent: Tuesday, April 10, 2018 7:34 AM
To: [REDACTED]
Subject: RE: Petaluma accident

Hi John,

Thank you very much for the email, I appreciate the details.

One follow-up question for you when you have time.

Do you recall seeing, on either Thursday or Friday, if the pilot of N9133Z sumped his fuel tanks checking for contamination?

Thanks,

Michael

Michael Walcker
Aviation Safety Inspector
Oakland Flight Standards District Office
1420 Harbor Bay Parkway, Suite 280
Alameda, CA 94502

From: [REDACTED]
Sent: Monday, April 09, 2018 1:54 PM
To: Walcker, Michael J (FAA) [REDACTED]
Subject: Petaluma accident

Michael J. Walcker
Aviation Safety Inspector
General Aviation Operations
Federal Aviation Administration
April 9, 2018

Hello Michael – This is John Haugen. We were introduced to each other yesterday concerning the tragic fatal accident which occurred near Petaluma airport late afternoon on April 6, 2018. This is a follow-up to our conversation with the intent of providing information important to the investigation. I hold a private pilot certificate and am familiar with general aviation and the Petaluma airport.

In this letter I would like to refer to myself as “the witness” and the accident victim as “the pilot”. I know I was the last person on the ground to briefly exchange words with the pilot prior to his flight, as I was situated on the deck of the airport office where I was observing and monitoring O69 CTAF. I witnessed events leading to the pilot’s flight departure in his Mooney on runway 11, beginning when the pilot approached the pedestrian gate. A pedestrian gate to the field with an access code is located directly in front of the deck about 40 feet in distance. The following times noted by the witness are approximate. The verbal exchange was brief, with the pilot appearing calm and professional pulling a small suitcase. The verbal exchange is accurate, the visual and radio monitoring by the witness is accurate, the weather was thick IFR.

Again, please note that the times are approximate, as this witness was not monitoring the clock continuously. The witness’s attention sharpened when the pilot radioed on CTAF with intention to taxi to Runway 29, then taxied to Runway 11 instead. Concurrently a FedEx aircraft was on a long approach for landing on Runway 29.

The following is the verbal exchange between witness and pilot the moment the pilot was entering the field through the gate and the consequent observation by the witness of events unfolding on the field. All times are local.

Time: 16:30 – Witness: “Hello”

Pilot: “Hello. I want to confirm the gate code. It is 5-3-1 (pause).”

Witness: "Yes, then enter and release the enter or it will not open." (pause) "Where's your airplane?"

Pilot: "The Mooney, over there."

Witness: "It's IFR out there."

Pilot: "Absolutely."

Witness: "Where are you headed?"

Pilot: "San Diego."

Witness: "Oh, have a good flight."

Pilot: "Thanks."

The pilot walked to his plane and remained there for at least 15 min. The witness did not watch closely the pilot's every move at this point, however was alerted when the pilot radioed: "Petaluma ground, Mooney taxi to Runway 29." Then the pilot taxied to Runway 11, whereupon the aircraft was obscured from view by an obstacle. The pilot was positioned at Runway 11 runup area about another 15 min.

1 of 2

Time: 17:00 – The pilot announced: "Petaluma traffic, Mooney departing Runway 29." This again alerted the witness prompting intervening on the CTAF:

Witness: "Runway 11." As the aircraft was then in sight beginning take-off roll.

Pilot: "Thank you. I appreciate the help."

These were the exact words of the departing pilot and was the last transmission heard by the witness.

The witness followed by sight the Mooney's departure into the sky on Runway 11. Within a few seconds, at about 300' AGL, the departing aircraft initiated a shallow left course correction of 10 to 20 degrees bank angle and disappeared in the fog. The witness noted the operating engine sounds during take-off to be sounding strong, smooth and normal. Vision was obscured by the fog and the witness's attention to sound was eventually blocked by other noise on the ground. This loss of focus by the witness of the Mooney's sound was blocked by ground noise, possibly by a FedEx plane incoming taxi. The witness's attention was no longer on the Mooney at this point and therefore a statement of certainty cannot be made as to the eventual proper function and performance of the engine. As mentioned, no further radio communications from the Mooney were heard on CTAF by the witness.

Setting aside the incorrect announcement by the pilot, "taxi to 29", and then to taxi to Runway 11, AND the shallow bank of the Mooney on departure to the left at only 300' AGL, all events appeared and sounded to the witness to have unfolded in a normal manner.

I am saddened to learn of this fatal accident, however I am pleased to assist.

It was important meeting you and I am pleased to cooperate in this investigation further if necessary.

Safe flying,
Sincerely,

John Haugen
[REDACTED]