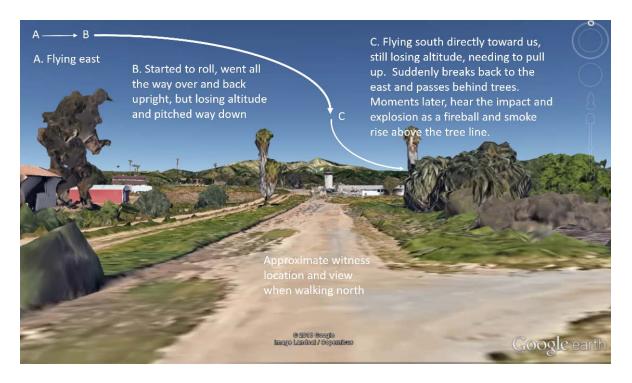
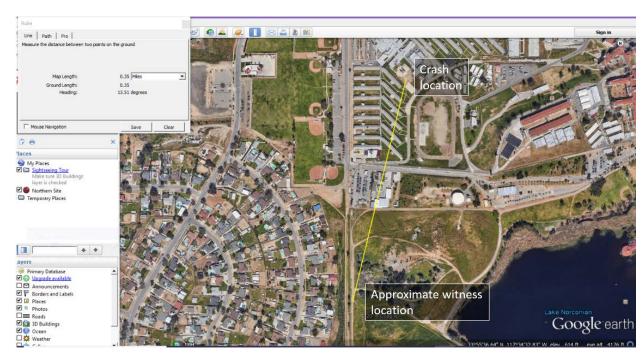
David Davis notes on witnessing Flying Wing crash in Norco, CA on Monday, 22 April 2019 at about 12:15 pm. I can be reached at work phone):

A co-worker and I were walking on the NSWC Corona base perimeter trail, headed north, toward the prison boundary. I heard an aircraft engine sound that seemed unusually loud and different, prompting me to look up. The aircraft, a yellow flying wing, was about 45 degrees above the horizon, flying east, maybe less than a mile away. The aircraft was northwest of our walking direction at about point A and appeared to be flying normally. While watching and commenting, "look at that it's a flying wing...", the aircraft started to execute a roll (point B). The aircraft rolled completely around but came out of the roll pitched significantly down, and losing altitude. The engine sound was louder during these maneuvers, similar to what one hears at an airshow during stunt performances. The aircraft was now flying more south than east after rolling back upright, but still in the dive. As the aircraft began to pull out of the dive, I recall seeing several pieces of material coming off of the aircraft, flashing with reflected sunlight. The aircraft was now heading south (point C), lined up opposite our walking direction, directly in front of and pointing straight toward us. I remember thinking that the pilot needed to pull up more quickly, because he was still descending and would be on us within seconds. At that point, maybe just a few hundred feet above the ground, the aircraft suddenly rolled and turned to the east, dropping quickly and passing behind some trees and a hill north of us toward the prison yard. We then heard the impact, an explosion and saw a large fireball and smoke cloud above the prison. Google Earth shows our distance from the crash site at about 0.35 miles.







#### Cawthra Joshua



From:

Sent: Wednesday, April 24, 2019 5:26 PM

**To:** eyewitnessreport

**Subject:** KCNO Flying Wing Accident

To whom it may concern. The accident yesterday Chino FlyinWing

I was the Student pilot from KCNO whom with my CFI were sent to investigate the accident from the air. My aircraft N298PW. The FlyinWing pilot Dave and I were at the runup area, holding short of 26R. I was next in line after the STEARMAN. After seeing the Wing coming up to runup via Alpha. I told my CFI let's give him priority. SAs he turned to hold short 26R he took time /bowed his helmet to us. We raised our thumps up to him we continue taking pictures and videos. I proceeded to taxi behind him.

26R was the assigned runway for the FlyinWing. I was sent N298PW to cross 26R via Papa hold short of 26L at Papa and change frequencies. 120.12. The wing departed then I departed with on a South-East departure below 2500. 8 minutes into my flight to Lakes Mathews we received a distress call form KCNO tower requesting us if we could assist? Do we see any distress around ATC asked us? aircraft is missing. Suddenly we so the plumed black of smoke up in the air.

Air space was clear for us to go directly to the crash area...I have pictures of the crash area as we were the first responders from the air that I can share. Also his last pictures of this legendary aircraft / Pilot who took the Wing for its last flight..

Contact me if I can be of any help.

Best regards.

Ruben F Medina

AARON CHAMBERLAIN 4-22-19 CARPENTER IWL

"TINY"

MYSELF, OFFICER DICKSON,

3 CASUAL WORKERS, AND TWO
INMATES, WERE ON OUR LUNCH
BREAK, BETWEEN 17:00 PM 12:10 PM
WE WERE IN OUR BREAK ARFA, WHEN
THE SOUNDS OF A PLANE GOING
DOWN HAPPENED FAST, OFFICER
DICKSON YELLED GET DOWN
WITHIN A SECOND OF GETTING
DOWN THERE WAS AN EXPORTEN
EXPLOTION & DERRICE EVERYWERE
AFTER WE EXITED AND MADE A
COUNT OF INMATES AND STAFF
WE LEFT THE JOB SITE,

I was TAKING MY UNION LUN LIKE AROUND 12:15 MIDDON WHEN I HEARY A AIRPLANE MOTOR FLIVING ON TOP OF THE LUNCH AREA WHEN SUDDENLY A EXPLOSION OCCUR AND TLAMES AND DEBRIS WERE FLAVING AROUND US, WE WHERE COVER WITH BLACK SMOKE WHEN WE WERE TOLD TO PART AWAY FROM THE AREA, BY AN OFFICER. 4/22/19 Duyer MANLIN



30000000000000000000 Aber Guerrero 4-22-19 we taken wonch at 12:10 pm we Heard A Plane and I look UP and saw the plane Flying torch as I stand up an Run Y Heard A Bis Boom and then 1-Secend hard A Bib Explotion Pises Flying Evry were and Fire we sost from aut From there we rean over the Fire ann smoo

We were on OUL UNION Lunch Break We were sithing in the Breezeway with our Brek to the convexe when We heard Engine having problem knowing Next thing WAS The sound of the impact I heard parces hitting The County to Then The Flames and Smoke Nepe Blocking to NAY out. We panto the BACK AND WAS TRAPPED HAD to RUN Throw the FLAMES to get to SAFICY Steve Monales

P051#	POSITION		FIRST										
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☐ Primary ☐ Responder ☑ Witness ☐ Camera ☐ Victim													
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CDCR 8	337-C1.				DATE
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NAME AND TITLE OF REVIEWER (PRINT/SIGNATURE) SERGEANT G. SNYDER	DATE RECEIVED 4/23/2019	CLARIFICATI		APPROVED  ⊠ YES □ NO	DATE 4/23/2019

	AFF REPO			P	AGE 1	Of 1			CIDENT LOC		
NAME: LAST DICKSON	rv. 10/15)		FIRST	RT	THE LAND		M	DATE 4/22/	OF INCIDEN	T TIME OF II	NCIDENT URS
POST#	POSITION	n			DATE 0	F REPOR	T		ATION OF INC	IDENT	
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☐ Responder  ⊠ Witness										75 50 7	
☐ Camera											
☐ Victim ☐ Other:				To the				April .			
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BYYOU											
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☐ YES								1	UNKOWN		⊠ NO
⊠ NO RATIVE: On Mon	M N/A				⊠ N/A	THE STATE OF		1	☐ Other:		1
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CRIME / INC	AFF REPORT			PAGE 1 Of 2		INCIDENT LO	-04-0097	ICIDENT
CDCR 837-C (Re	v. 10/15)	FIRST			MI D	ATE OF INCIDE	1210	ACIDEI41
NAME: LAST RODRIGUEZ		MART		DATE OF REPOR	7 1	OCATION OF IN	CIDENT	
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☐ Primary								
≅ Responder  ☐ Witness	-							
☐ Camera								
☐ Victim ☐ Other:						ENTIONAL FOR	RCE	
⊠ N/A	FORCE USED BY Y	OU - TYPE	OF WEAP	ON / SHOTS FIRED / NO	N-CONV	t: Chemical	Projector:	#Deployed
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X-10 BRD	□ .40 Cal			□ L8		□ CN		
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Jerry Wilkins

# N-9M-B Witness Report

1 message

Patrick Williams
To:

Tue, Apr 23, 2019 at 3:59 PM

Mr. Wilkins,

It is with a heavy heart I send this to you, and I hope all of you are all finding a way to cope with this tragedy. Below I will provide a detailed account of what I witnessed. I have been involved in aviation and flying for 15 years and I hope that my report of this event will elucidate some questions lingering for the entire Planes of Fame family.

The event took place at roughly 12:10PM on Monday, April 22nd, 2019.

My point of view was looking west over Lake Norconian (just east of KCNO D-airspace, and just west of I-15). I witnessed the Northrop N-9MB clearing the tree line beyond the lake. The aircraft was approaching the lake, flying east-northeast, in level flight with roughly cruise power setting (so far as I heard) and both engines functioning. The aircraft then pitched up no more than 15 degrees. During the climb, the aircraft's left wing banked roughly 10-20 degrees, then abruptly banked right until the aircraft was inverted (the right-handed roll was smooth but quick). Once inverted, the engines began to sputter and made me believe they were not able to get fuel. At that point, the right roll continued as I could hear the engines' RPM increase quickly and witnessed a diving right cork-screw turn resulting in a steep nose down attitude. The aircraft continued the dive beyond the tree line and began emitting a very loud noise from the engines. Within a second or two of that noise, the aircraft impacted the ground resulting in a very large plume of black smoke followed by rising smoke indicative of a fire. This entire event elapsed over no more than one minute. The METAR from KCNO at the time reported wind 250 at 11, but the wind experienced near my location had stronger gusts.

If there is anyway I can assist, I would be more than willing to help. I am so sorry for your loss.

Very Respectfully, Patrick Williams



Joshua D. Cawthra Senior Aviation Accident Investigator Western Pacific Region

**Date: April 24, 2019** 

Person Contacted: Ryan Elssmann

NTSB Accident Number: WPR19FA118

### **Narrative:**

During a telephone conversation with Mr. Elssmann, he reported that while in the practice area near Lake Mathews, at an altitude of about 5,500 ft msl, he was monitoring the frequency 123.5, and saw the "wing" on his map. Mr. Elssmann said that he does not recall any n numbers, but heard the pilot asking his location, and that he was switching over to the emergency frequency and had a single engine failure. Mr. Elssmann said that no further communication was heard.



Joshua D. Cawthra Senior Aviation Accident Investigator Western Pacific Region

**Date: April 23, 2019** 

Person Contacted: Ryan Tello

NTSB Accident Number: WPR19FA118

### **Narrative:**

During a telephone conversation with Mr. Tello, he reported that he was walking his dog along the river, about ½ mile from the prison. He heard the sound of something dropping down, turned, and saw the accident airplane turning. Mr. Tello said that the airplane tried to pull up, and nose dived into an area near the prison or Naval Base.



Joshua D. Cawthra Senior Aviation Accident Investigator Western Pacific Region

**Date: April 23, 2019** 

**Person Contacted: Richard Hill** 

NTSB Accident Number: WPR19FA118

### **Narrative:**

Mr. Hill reported that while located near the water tower near the CRC, he observed the airplane approaching his location on an easterly heading, with the engine cutting in and out, then appeared normal. Mr. Hill stated that the airplane then performed a "loop" and rolled into the ground shortly after.



Joshua D. Cawthra Senior Aviation Accident Investigator Western Pacific Region

**Date: April 23, 2019** 

Person Contacted: Duke Tanulonis NTSB Accident Number: WPR19FA118

### **Narrative:**

Mr. Tanulonis reported that he was located on the road north of the accident site, and observed the airplane flying south over the baseball / house area on prison ground before it made a left turn. Shortly after, the airplane appeared to make a barrel roll at a low altitude and begin to wobble. Mr. Tanulonis said that a short time later, the canopy separated from the airplane, and the airplane wobbled a second time before it rolled to the right and nosed into the ground. He could not recall what the engines sounded like.