

Fabian Salazar  
Air Safety Investigator  
Western Pacific Region

**Date:** October 10, 2023

**Subject:** WPR24FA002 / Record of Conversation

**Contact:** Tammy Howland, Airport Manager

During the initial arrival to Canyonlands Regional Airport. The airport manager assisted the IIC in securing the security video from the airport security camera. The camera was calibrated using the Naval Observatory time and was found to be accurate to within 1 second of the Naval Observatory time.

The airport manager provided the IIC with copies from the video; however, the copies did not register the time. The airport manager provided the times for the following two events.

1. The family was captured returning to the airplane about 08:11 mountain daylight time (MDT).
2. The airplane began the takeoff roll about 0823 MDT.

In a follow up conversation with the airport manager, that occurred on May 13, 2024, she confirmed that on the day after the accident, she conducted a runway inspection which included confirmation that the pilot-controlled runway lights were operational.



Fabian Salazar  
Air Safety Investigator  
Western Pacific Region

**Date:** October 10, 2023

**Subject:** WPR24FA002 / Record of Conversation

**Contact:** Amanda Moore, FBO Red Tail Jet Center, Manager, Witness

In an interview, conducted the day after the accident, the witness stated that she received a phone call from the pilot while he was in the air. He asked for a courtesy car to be used after he arrived at Canyonlands Regional Airport (CNY). He was going to arrive after hours. They discussed the use of a taxi as a means for the pilot to leave the airport. That was the extent of the conversation. Around six O'clock that evening, she observed the airplane at the self-serve fuel Island. She did not observe the airplane land. She spoke with the pilot and confirmed that he was the pilot who called and asked about a courtesy car. She then gave him the keys to the FBO's courtesy car and told him to leave the keys on the seat when he brought it back. She did not have any other interaction with him after that.

Fabian Salazar  
Air Safety Investigator  
Western Pacific Region

**Date:** October 10, 2023

**Subject:** WPR24FA002 / Record of Conversation

**Contact:** Dan Davis, Witness

In a telephone interview with the witness, he stated that he was camping near the south end of the airport (See attachment). He had been watching airplanes taking off and landing.

He stated that he first heard the airplane taking off then saw it. He described the engine noise as very loud and smooth. He said that the runway lights were not on. He stated that it was very dark with no moon illumination. He said that as soon as the airplane lifted off the runway, the pilot turned off the white light that was in the nose. When the airplane passed abeam him, he could see the underside of the airplane. He said that the airplane then made a steep right turn and remained in the turn until it had paralleled the runway but going in the opposite direction. He stated that the airplane circled around until it was abeam them but on the other side of the runway. He said that it didn't get very far down the runway before it made the turn, and it wasn't very high [above the ground].

He reported that he had one reference point that was a radio tower on the south end of the runway that had a light on it. With that as his only reference, he could see that the red light of the airplane appeared to be losing altitude. It seemed to be arcing to the ground. A few seconds later he heard two sounds that were about one second apart. He said that the second sound was much louder than the first sound and that after the second sound, there was no longer an engine sound. He lost sight of the airplane just before the impacts. He guessed that the airplane had impacted the ground. He indicated that it was very dark and that he had never seen an airplane

crash, so he had to pause and think about what had just happened. Once he realized that the airplane did crash, he called 911.

He reported that he and another person went out to look for the airplane. They got on their off-highway vehicles but could not get past the fences that were in the area and the darkness.



Ruler

Line Path Polygon Circle 3D path 3D polygon

Measure the distance between two points on the ground

Map Length: 0.48 Miles

Ground Length: 0.48

Heading: 130.55 degrees

☒ Mouse Navigation

Save Clear

N7163R

FPPI

Cartanlands Field Airport

Highway 191

Witness location



Fabian Salazar  
Air Safety Investigator  
Western Pacific Region

**Date:** October 10, 2023

**Subject:** WPR24FA002 / Record of Conversation

**Contact:** Daniel Wheeler, Red Tail Jet Center, Director of Operations

In an interview, conducted the day after the accident, the witness stated that he operates a Part 135 business out of Canyonlands Regional Airport (CNY). He stated that the pilots at his operation do not usually take off at night to the south due to it being very dark and there are very little lights or other references in the direction.



Fabian Salazar  
Air Safety Investigator  
Western Pacific Region

**Date:** June 26, 2024

**Subject:** WPR24FA002 / Record of Conversation

**Contact:** Les Goldsmith, Owner, and President, Virtower

In a telephone conversation with Mr. Goldsmith, he explained that the altitude reported in Virtower had an error of about plus or minus 200 feet.