



RECORD OF INTERVIEW

Daniel P. Boggs
Air Safety Investigator
National Transportation Safety Board
Office of Aviation Safety - Eastern Region

Date: 6/18/19
Person Interviewed: Chris Rattigan-pilot F15
NTSB Case Number: ERA19LA180

Narrative:

Mr. Chris Rattigan was interviewed by telephone.

Mr. Rattigan was the lead F15 pilot called out to intercept the Cessna 560. He stated that once airborne, it took about 40 minutes to catch the Cessna, the Cessna was at 39,000 ft and at 440 kts true airspeed. When they were about 8 miles behind the Cessna, they had a visual on the airplane and noticed that the right engine was the only one making a vapor or con trail. At that time, they believe the Cessna lost all power as the airplane slowed down immediately and by the time he was beside the Cessna, he estimated the airplane to be going about 100 kts. Mr. Rattigan passed the airplane but could not see inside the airplane. Shortly after he passed the airplane, the Cessna started a slow turn to the left and then slowly spiraled down to the ocean. He followed the airplane down and watched it splash into the water. There was no explosion or fire.



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Date: 6/18/19
Person Interviewed: Dan Scheurs-second pilot F15
NTSB Case Number: ERA19LA180

Narrative:

Mr. Dan Scheurs was interviewed by telephone.

Mr. Scheurs was in the second F15 that was called out to intercept the Cessna 560. He stated it took about 40 minutes to intercept the airplane. Once they intercepted the Cessna, he noticed the right engine was the only one making a vapor / con trail. At that time, the Cessna started to slow down. As he flew by the airplane, he could not see inside the airplane. Shortly after, the airplane started a slow left turn and spiraled to the ocean.