



RECORD OF CONVERSATION

Albert P. Nixon
Senior Aviation Accident Investigator
Western Pacific Region

Date: August 7, 2018
Person Contacted: Steve Knott (Witness)
NTSB Accident Number: WPR18FA211

Narrative:

During a conversation with Steve Knott, the following is a summary of what he stated:

- He was an airline transport pilot with about 11,000 total flight hours.
- He was in an airplane that was lined up as the number 2 airplane for takeoff to runway 20R.
- He was seated in the left seat and noticed the accident airplane out his left window entering the downwind for runway 20R.
- He heard the accident pilot notifying tower that he could accept runway 20L.
- Tower then instructed the accident airplane to accomplish a turn and the accident pilot was maneuvering the airplane for a left 270° turn, to cross over at mid-field.
- He observed the accident airplane turn left slightly excessive (about 30° or greater bank).
- The accident airplane had lost altitude and was low.
- Just as his co-pilot and him were commenting about the accident airplane being low, tower notified that accident airplane pilot, that he was low, and the accident airplane started to climb.
- The left bank then increased, and the accident airplane vertically descended into the ground.
- He noticed nothing unusual about the accident airplane prior to the decent.
- The accident airplane appeared to be in the clean configuration (landing gear retracted and flaps up).
- He stated that the reported winds were 190° magnetic at 11 knots.



RECORD OF CONVERSATION

Albert P. Nixon
Senior Aviation Accident Investigator
Western Pacific Region

Date: August 7, 2018
Person Contacted: Grant Gatlin (Witness)
NTSB Accident Number: WPR18FA211

Narrative:

During a conversation with Grant Gatlin, the following is a summary of what he stated:

- He was outside by the performing arts building, with his family walking north.
- He heard the accident airplane before he saw it.
- He was concerned because of the abnormal sounds of the engine(s).
- He described the sounds being like a booming or coughing and repeated itself.
- The accident airplane flew east over the building and seemed low and slow.
- He estimated the accident airplane's height to be about 500 ft above ground level.
- He observed the accident airplane enter a sharp left turn.
- He further described that the first part of the turn seemed normal, but the last half of the turn occurred quickly.
- The accident airplane continued to turn until he could observe the top of the wing.
- The airplane then dived straight down.
- He observed the accident airplane for a total time of about 30 seconds.



RECORD OF CONVERSATION

Albert P. Nixon
Senior Aviation Accident Investigator
Western Pacific Region

Date: August 9, 2018
Person Contacted: Gary Sparks (Witness)
NTSB Accident Number: WPR18FA211

Narrative:

During a conversation with Gary Sparks the following is a summary of what he stated:

- He was outside standing in front of his garage about ½ mile from the accident site.
- He observed the accident airplane descending in about a 45° angle, wings level.
- He then observed the left wing drop and the airplane rotated left.
- The airplane engines were running.



RECORD OF CONVERSATION

Albert P. Nixon
Senior Aviation Accident Investigator
Western Pacific Region

Date: August 10, 2018
Person Contacted: Alvin Chand (Air Traffic Controller/Certified Professional Controller)
NTSB Accident Number: WPR18FA211

Narrative:

During a conversation with Alvin Chand the following is a summary of what he stated:

- He was working at John Wayne-Orange County Airport (SNA) the day of the accident.
- He was occupying the Local 2 position, which was for runway 20L traffic.
- Things were operating smoothly at his position.
- He heard the other controller give instructions to the accident airplane when the pilot stated that he could not land on runway 20L.
- A left 360° was initially given for sequencing to runway 20R.
- The accident pilot then stated he could take runway 20L and he received a call to tell him to expect to pick up the accident airplane.
- The accident pilot was given instructions to accomplish a left 270° turn, turn at mid-field, for a left downwind, which is a standard procedure.
- He then noticed a concerned look on the other controller and looked outside, and observed the accident airplane, come out of a turn and enter a straight down dive.
- The accident airplane then transmitted three emergency call outs.
- Estimated the altitude when he saw the accident airplane to be about 800 ft agl.
- Stated he looked like the accident airplane stalled.
- There was no traffic, near the accident airplane.
- He could not determine whether the accident airplane's gear was extended.



RECORD OF CONVERSATION

Albert P. Nixon
Senior Aviation Accident Investigator
Western Pacific Region

Date: August 10, 2018
Person Contacted: Jeffrey Klingelhofer (Witness)
NTSB Accident Number: WPR18FA211

Narrative:

During a conversation with Jeffrey Klingelhofer the following is a summary of what he stated:

- He is a private pilot with a total flight time of about 600 hours, and 200 hours instrument time.
- He was holding on taxiway C, at John Wayne-Orange County Airport.
- He heard the accident airplane instructed to turn left for 270° and climb to 1300, to cross mid-field for runway 20L.
- He then observed the accident airplane begin a left turn at about 30° of bank.
- He heard three emergency calls and looked up to see the accident airplane in a nose down attitude.
- He said it was the “classic stall and spin.”



RECORD OF CONVERSATION

Albert P. Nixon
Senior Aviation Accident Investigator
Western Pacific Region

Date: August 7, 2018
Person Contacted: Susan Stephens (Witness)
NTSB Accident Number: WPR18FA211

Narrative:

During a conversation with Susan Stephens the following is a summary of what she stated:

- She was walking towards the front door of the Staples store.
- She was approaching the store diagonally from the right, and was on the roadway just prior to the sidewalk curb.
- She heard a loud noise and then an impact sound a few seconds later.
- She was covered in gasoline from the waist and below, like from a sprinkler.
- She commented "what was that."
- She initially thought it might be a remote-controlled airplane.
- The fire trucks arrived in about a minute.



RECORD OF CONVERSATION

Albert P. Nixon
Senior Aviation Accident Investigator
Western Pacific Region

Date: August 11, 2018
Person Contacted: Christopher Carr (Witness)
NTSB Accident Number: WPR18FA211

Narrative:

During a conversation with Christopher Carr the following is a summary of what he stated:

- He is a Private Pilot and Air Force KC-135 pilot.
- He was walking outside to the Macy's home store, on a bridge.
- He was about 500 ft – 700 ft from the accident site.
- He heard the accident airplane fly toward him and looked up and observed him.
- Initially the airplane appeared to be under control and nothing drew attention to the airplane except maybe for being a little low.
- He stated that the propellers were spinning.
- The airplane was in a shallow left bank of about 10-15°.
- He then noticed a steep dip of the left wing and the airplane nose-dived.
- He commented "that's not good."
- He stated it looked like the onset of a spin.
- He estimated the airplane attitude to be 75-80° nose low.
- He stated that the airplane rotated initially.
- He thought that the pilot attempted to recover, since the airplane's attitude shallowed to about 40-50° and the wings were level.
- He lost sight of the airplane at about 40 - 50 ft above ground level, because of the building.
- Since he did not hear or see an explosion, he initially thought the airplane may have recovered.
- However, he did not see it fly away afterward.