



RECORD OF CONVERSATION

Timothy N. Sorensen
Aviation Accident Investigator
Central Region

Date: January 30, 2017
Person Contacted: Darrell Smith
NTSB Accident Number: CEN17FA084 – San Antonio, Texas

Narrative:

Mr. Smith reported the he was working on the San Antonio River Walk trail when he observed the accident airplane in-flight. He was accustomed to hearing airplanes in the area due to proximity to the airport. However, this airplane caught his attention because it was lower and sounded louder than normal.

Mr. Smith noted that he observed the airplane for only about two seconds before it descended below the tree line. During that time, the airplane appeared to be northbound with the wings oriented nearly vertical. The belly of the airplane was toward the river as if the pilot was attempting to turn toward the airport. The airplane's altitude appeared to be relatively constant during the brief time he observed it; however, it appeared to be moving more slowly than other airplanes he had seen flying in the area.

Mr. Smith stated that the airplane appeared to be intact. The engine sounded "fine;" although, somewhat louder than other airplanes possibly because it was lower than other airplanes.

----- End of entries -----



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Date: January 30, 2017
Person Contacted: John Garza
NTSB Accident Number: CEN17FA084 – San Antonio, Texas

Narrative:

Mr. Garza was working on the trail along the river. He heard the airplane and looked up. The wings were oriented vertically, straight up and down. He recalled that it appeared to be on a northerly heading. The airplane subsequently descended behind the tree line and he heard the sound of the impact.

----- End of entries -----



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Central Region

Date: January 30, 2017
Person Contacted: Sidney Williams
NTSB Accident Number: CEN17FA084 – San Antonio, Texas

Narrative:

Mr. Williams reported that he observed the accident airplane from a trail on the east side of the San Antonio River, just south of the Mission San Juan. He initially heard the airplane “real loud” and looked up. The airplane’s wings were “totally vertical” with the right wing down. The nose of the airplane appeared to be oriented northeast, toward his position. The airplane appeared to be losing altitude. Then, at the last minute, the airplane turned and descended straight down. He recalled seeing the tail of the airplane oriented straight up.

Mr. Williams initially thought that the airplane had crashed into the river. However, when he went to the river bank, he realized this was not the case. At that time, he saw some park maintenance workers heading into the wooded area on the other side of the river. He called 911 when he realized the airplane had crashed. The time of that call was 1540.

Mr. Williams noted that the airplane appeared to be intact; although, he did not recall seeing any landing gear at the time.

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