

Tealeye Cornejo
Air Safety Investigator (Field)
AS-WPR

Date: June 20, 2021

Subject: WPR21FA233, Witness Statement

Contact: William Tu, Aviation Safety Inspector, Federal Aviation Administration

FAA Inspector Tu interviewed Mr. Salvador Corona

Henry Levin intended to fly his PA-22, N2618A, from Grants Pass Airport to Beagle Sky Ranch (OR96) for an annual inspection by IA Pankonin. The pilot in command (PIC)'s friend Salvador Corona was with him prior to the flight. Mr. Corona noted that the aircraft had 12 gallons; the PIC requested 15 additional gallons. The PIC asked Mr. Corona to pick him up and drive him home from OR96. Mr. Corona drove to OR96 and waited for ten minutes after his arrival then tried to contact the PIC multiple times by phone and finally reached the PIC. He stated that the PIC seemed confused about how to get to OR96 from Grants Pass, a flight they've both made multiple times before. Approximately ten minutes after this phone call he witnessed the PIC fly over OR96 at about 1000' and assumed he was setting up for landing but lost sight of him; about a half hour later he received a call from the PIC. The PIC had landed at Shady Cove, and someone was talking to the PIC giving directions on how to get back to OR96.

The PIC took off from Shady Cove and ten minutes later entered the pattern for OR96 from the north for RWY 33. At approximately 3pm it was about 95 degrees Fahrenheit, and the calculated DA was over 4000'. The PIC made multiple attempts to line up for RWY 33. On his last aborted landing the PIC was east of the runway attempting to maneuver back to the airport when he struck trees near coordinates (42.5349, -122.9016) and then trees near (42.5359, -122.9000) narrowly missing a house before crashing at (42.5362, -122.8995) causing a post-crash fire.

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Date: July 8, 2021

Subject: WPR21FA233, Witness Statement

Contact: William Tu, Aviation Safety Inspector, Federal Aviation Administration

FAA Inspector Tu interviewed Mrs. Novy; spouse of pilot

She stated that the PIC was easily confused and irritable and was in poor health. She refused to participate in picking him up because she told him she didn't think he should be flying. She stated he had a mild heart attack 3 weeks prior to the accident and that he was on nitro well before the most recent heart attack; she estimates about 5 years. When pressed to elaborate on the PIC's mental state she stated that you couldn't tell him what to do because it would just make him mad and he would just want to do that activity even more.