

Tealeye Cornejo
Air Safety Investigator (Field)
AS-WPR

Date: June 23, 2021
Subject: WPR21FA233, Witness Statement
Contact: Chris Beebe

Shady Cove is a private residential airpark with a grass strip and homes surrounding it. Pilot came into shady cove and Mr. Beebe and "Allen" were outside in Allen's yard when they saw the accident airplane. They were concerned about the way in came into land. Once he landed, they talked to him for about 20 minutes.

The airplane landed about midfield. They saw the airplane come into the pattern. Airplane looked familiar to him from Grants Pass. When the airplane was on the downwind for landing, it looked very erratic. When the airplane turned onto base, it made a wide turn and the pilot had to over correct to get onto final. The airplane then came down fast and touched down midfield; it's a short runway. The airplane bounced on landing and then went out of his site. They were concerned that he had crashed, so they went over to see if they could help. The airplane was parked in his front yard and was shutdown. They asked the pilot what's up, and the pilot asked if this was Beagle. He seemed very lethargic and confused. He was very slow to respond. Mr. Beebe stated that the pilot was wearing pants and fuzzy socks and seemed over dressed for the weather. He also stated that the pilot would not get out of the airplane. The pilot asked multiple times where Beagle was, and they answered him multiple times; it just didn't seem like he understood. Pilot seemed disoriented. The pilot was offered water, and declined, and continued to decline the offer to get out of his airplane.

They watched him takeoff and said it sounded like he had half throttle in, and they were waiting for him to add full power. The runway is short with trees at the end of the runway. The airplane did not look like it was in control when it took off. the airplane departed to the east (opposite the direction of Beagle), and then made the turn to the west. The pilot had a hard time shutting the door, so Allen went over and helped him shut the door.

Mechanically, the engine was running normally and sounded normal.

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Contact: Salvador Corona

Mr. Corona is a pilot and he met Mr. Levin a few years ago at the airport and became aviation friends and would fly together semi-frequently. He used to help him fly airplane to Beagle Sky Ranch airport (OR96), Bend, Oregon, for its annual inspection. He would either fly his airplane down to Beagle and then fly them home or drive out and pick him up.

It was difficult for Mr. Levin to get into and out of the airplane. He had called him last Saturday (before the accident) and told him he had missed the appointment for his annual inspection at Beagle and he needed to get the airplane to Beagle before Monday. There was a discussion about leaving early to beat the weather. Mr. Corona suggested 7am; however, Mr. Levin indicated he would like to leave around 9am. Mr. Corona again stated, let's not go too late due to the heat.

Mr. Levin readied his airplane and Mr. Corona said he would be at the airport (Grants Pass) in 40 minutes. When he arrived at the airport, he anticipated that Mr. Levin would be ready to depart; however, he was installing a battery. Mr. Corona helped him install the battery, and then Mr. Levin stated that he wanted to get more fuel. They pulled the airport out, Mr. Levin got into the airplane and taxied to the fueling station. Mr. Corona stated that there was 7 gallons in one tank and 5 gallons in the other tank, and "Hank" wanted to add an additional 15 gallons of fuel.

As the airplane taxied to the fueling station, Mr. Corona went inside the FBO to ask them to go out and help his friend refuel his airplane. The refueler went outside and refueled the airplane. At that time, Mr. Corona said that he would see him at Beagle and then left. He arrived at Beagle and was waiting for Mr. Levin. He anticipated that Mr. Levin would already be there. He waited 20 minutes, and after an additional half an hour, he called Mr. Levin. He tried to reach him several times with no response, so he called the FBO to see if he had left yet. The refueler stated no, he was still at the airport. He talked to him.

Mr. Corona reported that the pilot departed from Bend, Oregon about 1415 for OR96. He observed the airplane initially enter the pattern on a left downwind for runway 33; however, the pilot appeared to initiate a go-around when the airplane was not aligned with the runway. When the friend stated that when he saw the airplane saw the airplane again, the airplane was again not aligned with the runway and the pilot initiated another go-around. The friend subsequently heard the crash but did not witness the accident.