

From: [Grosf Erik](#)
To: [Smith Maia](#)
Subject: Fw: Submittal, Eyewitness Report of Airplane Crash in Yorba Linda CA, Incident Date 02/03/2019
Date: Monday, February 4, 2019 5:30:16 PM

FYSA

Regards,
Erik

Erik R Grosf
Senior Advisor Special OPS and Interagency Coordination
=====

24/7 Ops Center [REDACTED]
Direct: [REDACTED]
Cell: [REDACTED]
Fax: [REDACTED]

From: ALEX BERCZY [REDACTED] >
Sent: Monday, February 4, 2019 19:16
To: eyewitnessreport
Subject: Submittal, Eyewitness Report of Airplane Crash in Yorba Linda CA, Incident Date 02/03/2019

NTSB,

Please find as follows my Eyewitness Report of the Airplane Crash, that occurred in Yorba Linda CA on 02/03/2019.
Also, attached is my Calculation for the Elevation and Orientation of the Aircraft, at time of explosion.

My location: [REDACTED], Anaheim CA 92807
Time: 1:48 pm

I was inside my garage with door open. Skies were dark, following medium rain on/off all day; it was not raining at the time.
I commonly hear aircraft fly overhead, but on this day what I Heard was unusual in that there was the sound of a small aircraft overhead, and he was Circling.
I thought it unusual, as I had not observed any other such small craft that day.
I noticed that the sound began speeding up, sounding like it was getting both Closer to me, as well as the Speed Of the Propellers was Increasing.
This Combination of Increased Sound Level and Faster Spinning Propellers continued for aprox 15 seconds, from which I thought to myself "This sounds like an airplane that is falling out of the sky, in a Spiral"... That inspired me to run outside and look up from my driveway, searching for a sighting of the plane, which seemed roughly overhead.
As I looked ~westwards from my driveway, I saw the plane Emerge From The Cloud Layer and Simultaneously Explode in a Fireball of aprox 2-3 diameters the wingspan of the craft.
The Debris Cloud continued ~northwards and Approximately Negative 15-Deg from Level, maintaining that trajectory over my viewable horizon, in the direction of Imperial Highway.
The explosion was coincident with a Short Sharp Report (like the sound of rifle shot); it was Not a rolling-rumble as would occur with lighting.

It is my interpretation that the pilot pulled up on the elevator (to attempt climb) at the same time he emerged from the cloud layer, which would explain why I believe I saw part of the wing/s detach, resulting from Wing Failure (eg "Folding of wings").

The initial sound that I first heard did not indicate engine trouble; rather it was merely the sound of a plane circling high above.

My Calculations of Elevation locate the explosion at an altitude of aprox 1,000 - 2,000 Ft, as based on View Distance and Angles from my location and that of 2-others reported in media.

See attached for a Report I created for you, showing the locations, and Triangulation of the location where the explosion occurred.

(ref: I have applicable background in Engineering Metrology)

Alex Bereczky
Sr Mfg Engineer/BSME
[REDACTED]
Anaheim CA, 92807
[REDACTED] (mobile/text/message)

Att: OBSERVATION_OF_YL_PLANE_CRASH_INCIDENT-02_03_2018A___REPORTED-BY-ALEX_BERECZKY___02_04_2019C.jpg

ps: I reported myself to OC Sheriff as a witness, but did not previously provide this level of detail.

From: [Grosf, Erik](#)
To: [Smith, Maia](#)
Subject: FW: Yorba Linda plane crash 2/3/19
Date: Monday, February 4, 2019 11:56:00 AM

FYSA

Regards,

Erik

From: DANIEL J KOWALYSHYN [REDACTED] >
Sent: Monday, February 4, 2019 2:52 PM
To: eyewitnessreport <eyewitnessreport@REDACTED>
Subject: Yorba Linda plane crash 2/3/19

Hi,

I don't have any videos of the crash and I only have a picture of it but it might not be useful. I can tell you what I heard and saw which might be helpful. I live on Brookhill Drive which is up the hill and about 2500 ft almost directly North from Glenknoll Elementary. I was sitting in my 2nd floor office which has a South facing window. At approximately 1:45pm on 2/3/19 I could hear a propeller plane flying what seemed to be West to East path parallel to the 91 fwy. We get a fair amount of flights over this area but this one seemed lower and louder than normal. Next I heard 4 or 5 very loud mechanical banging sounds, something like a bad backfire or repeating explosions Bang, Bang, Bang, etc. in very quick series. This got my attention so I turned my head and stood to look out the window. As I was scanning to see what was happening, I could hear the throttle start to accelerate and it seemed to go from normal to extremely high rpm, something like you might hear a racing street bike if you pulled the throttle wide open with the back wheel in the air. As I picked up the falling objects in the sky the plane seemed to be tumbling in a flaming spiral and one of the engines appeared to have separated and was falling near it. See (image 1). After it passed below my line of sight there was a very loud explosion and the house shook and I nearly fell over. A moment later the smoke from the explosion and fire rose in (image 2). I hope this helps.
33°52'50.7"N 117°47'29.3"W

Thanks,
Dan Kowalyshyn

From: [eyewitnessreport](#)
To: [Smith, Maia](#)
Subject: FW: Yorba Linda, CA Crash 2.3.2019
Date: Wednesday, February 6, 2019 3:58:18 AM

FYSA

Regards,

Erik

From: CARLA TURNER [REDACTED] >
Sent: Tuesday, February 5, 2019 6:23 PM
To: eyewitnessreport <eyewitnessreport@[REDACTED]>
Subject: Yorba Linda, CA Crash 2.3.2019

Dear NTSB,

On Sunday February 3, 2019, I witnessed the plane crash in Yorba Linda, CA.

I am sending this email because I wanted to let you know what I saw.

I saw a ball of fire in the sky on what appeared to be plane. I immediately witness and larger ball of fire at which point I said "Oh God, that's a plane and I just saw someone died...(I believed that the larger ball of fire was due to an explosion as the plane appeared to explode before impact on the ground.)

I saw the plane fall down toward the earth. I did not know where it landed.

Please note that I was driving on Santa Ana Canyon Rd from the Anaheim Hills Festival Shopping Center going toward Imperial Highway. I could see this horrible event looking up to the right, through the windshield of my car.

I have since received professional counseling as this was very traumatic, and I hope my information will help in some way.

Thank you.

Carla Turner
Orange County, CA

Witness statement regarding Yorba Linda aircraft incident on 3 February 2019

Estimated weather conditions from observed location: Overcast 1000'-1500' / light rain / wind calm

While standing outside of [REDACTED] Fairlynn Blvd (33.866940, -117.788467) I heard an aircraft in the weather overhead running at abnormally high RPM's. Upon looking upwards, I observed an aircraft emerge from the overcast layer on a northwesterly heading with a nose down pitch of approximately 60 degrees, pointed directly at my location with no discernable movement. It remained in that attitude for approximately 4 to 5 seconds before initiating a high-speed dive recovery. Approaching the bottom of the recovery the aircraft began to roll to its right. As it did, the left horizontal stabilizer departed the aircraft, immediately followed by the remainder of the empennage. The left wing then appeared to shear off just outside of the number one (left) engine igniting the left wing. After which, the aircraft disappeared behind the hill to the northeast of the observed location, trailing flames behind it. The sound of an explosion and large plume of black smoke immediately followed. My wife and I called 911 at 13:45L although we were unable to get through.

Opinion: From my location and experience as a professional aviator (military and civilian) it's my opinion that the structural load limit of the aircraft was exceeded while attempting to recover from the unusual attitude. This exceedance resulted in catastrophic structure failure in flight.

This statement regarding the event of 3 Feb 2019 is to the best of my knowledge. If you have any questions or if I can be of further assistance, please feel free to contact me.

John Cramer
[REDACTED]
[REDACTED]

February 3, 2019 @ 9:50pm

From:

Mr. Richard John Frizzell

[REDACTED]
Anaheim, CA 92806

To:

Ms. Maja Smith

National Transportation Safety Board (NTSB)

Ms. Smith:

I regret making your acquaintance under these somber circumstances.

Per our telephone conversation this evening at 7:06 pm from your cell phone (909) 915-1100, this is what I witnessed in the afternoon of Sunday, February 3, 2019 at approximately 1:45 pm:

The weather was cloudy with rain showers in the area (*Photograph 1*). The streets were wet; however, winds at the surface were light.

I had just parked in the parking lot at Keno's Restaurant located on La Palma Avenue (see **Figure 1**). I was securing my vehicle when I heard what to me sounded like a radio-controlled aircraft over head. I looked to the north and observed what I thought was the radio-controlled aircraft performing aerodynamic maneuvers. My initial thought was that someone was flying the radio-controlled aircraft in the northern adjacent shopping center's parking lot. I observed that the aircraft was flying erratically.

As I watched, the plane descended from what appeared to me appeared to be a loop-like maneuver. I heard the aircraft throttle up so that the engines were straining (it was **very** loud). I estimated the aircraft was about 1,500 to 2,500 feet above the ground. As the engine reached it loudest, I first saw debris fly off the aircraft. I then observed what appeared to be a wing that had detached from the aircraft. A moment later, there was a sound like someone snapping a branch; then the engine noise stopped.

The fuselage immediately caught fire. The engine noise was replaced by a high-pitched whistling-type sound as the fuselage descended at a steep angle (I initially estimated the angle to be between 70 and 80 degrees from my point of view; however, the attached photograph shows that the angle was likely closer to 50 degrees, from my point of view). The fire intensified as the fuselage fell billowing smoke on the way down. It took approximately 5 to 8 seconds from breakup to impact. There were no attempts at flight correction once the plane was on fire and falling. I did not observe the actual impact—it went down behind a hill.

There was significant debris in the air that took between 5 to 15 seconds to fall to earth. Black smoke immediately was seen rising from behind the hill. The attached **Photograph 1** was taken at 13:47 and approximately 30 seconds after impact; the photograph shows the first smoke rising after impact (*blue arrow*). The smoke visible above the rising fire cloud is the residual smoke from the aircraft fire and traces its decent path (*red arrow*).

MY PERSONAL INFORMATION: I am a Professional Geologist with a license to practice geology in both California and Arizona. I have a BSc in Geology from University of California, Fullerton.

Please feel free to contact me at my cell phone [REDACTED] any time. I want to help in any way that I can; again, I am sorry to meet you under these circumstances. I pray you find out what happened so that it won't happen again.

Very Truly Yours

A large black rectangular redaction box covering the signature of Richard J. Frizzell.

Richard J. Frizzell

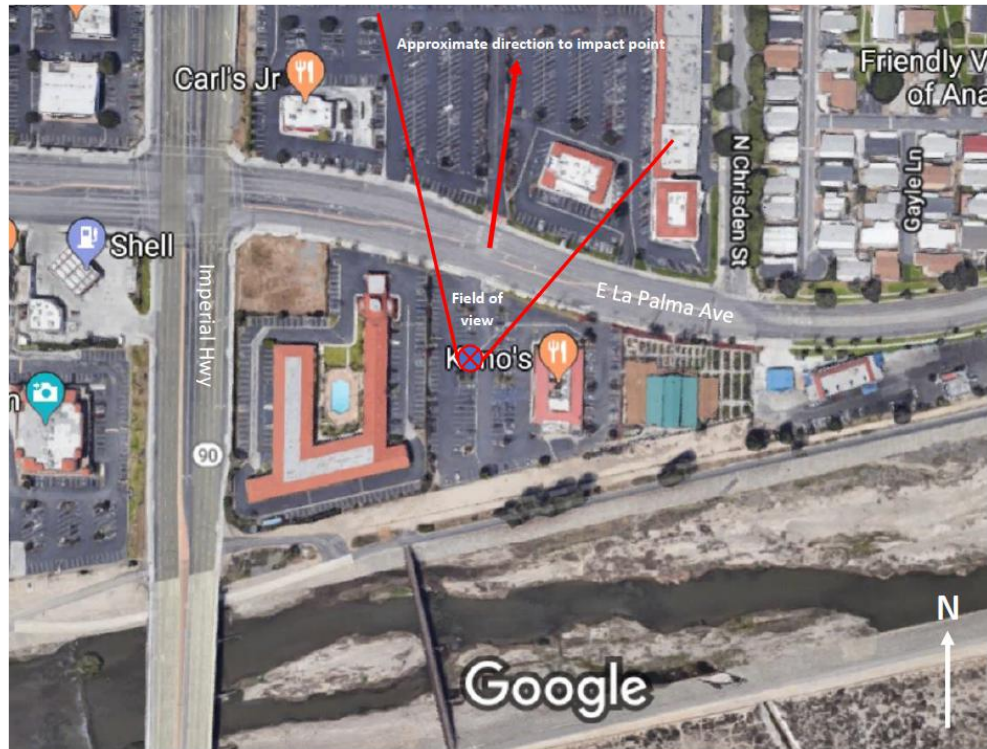


FIGURE 1: LOCATION OF PHOTOGRAPH 1. Field of view is shown.



Photograph 1: Smoke from plane crash: February 3, 2019. Picture taken at 13:47; location was Keno's Restaurant parking lot, Anaheim Hills, CA, looking north toward Yorba Linda, CA. In view is the initial rising smoke column immediately after impact (*blue arrow*). The linear smoke trace (*red arrow*) is from the path the plane traveled after breakup and ignition of the fuselage.

From: [Derrico, Mark](#)
To: [Smith, Maja](#)
Subject: PLANE CRASH YORBA LINDA (WITNESS)
Date: Monday, February 4, 2019 4:42:12 PM
Attachments: [image001.png](#)

Maja,

I talked to somebody from FAA today and they said to contact you.

I was located about 1.5 miles south of incident and saw the complete accident.

Had just returned home from shopping and got out of my Vehicle when I could hear the sounds of a small aircraft that the engines were working at maximum which made me look up. At first glance didn't see anything due to cloud cover and suddenly I saw a small plane heading down in about an 80 degree trajectory from a couple thousand ft (looked like a stunt pilot) The plane continued down at that trajectory and it looked like the plane "made an attempt to level or pull up" as well as throttle being reduced (as the plane was almost flat to horizon after coming down at high angle high speed) like if it would have continued on a almost horizontal horizon relative to the ground it suddenly burst into flames and saw debris coming off of plane and some flaming parts fall.

I am writing this as I have heard some other people say they first saw the plane when it was on fire and I SAW that plane was coming down at a high speed under power at a high trajectory thru cloud cover, before it seemingly leveled and burst into flames

Respectfully

MARK A. D'ERRICO

ACCOUNT MANAGER



[REDACTED] ANAHEIM CA. 92807

C [REDACTED]

O [REDACTED]

From: [Garcia Rolando](#)
To: [Smith Maia](#)
Subject: FW: Aircraft Accident in Yorba Linda
Date: Tuesday, February 5, 2019 11:24:28 AM

-----Original Message-----

From: Roger Welling [REDACTED] >
Sent: Tuesday, February 5, 2019 12:41 PM
To: eyewitnessreport <eyewitnessreport@[REDACTED]v>
Subject: Aircraft Accident in Yorba Linda

Hello,

Not sure if this will be helpful but I was flying my Saratoga N325PA on an IFR flight from KCMA to KCNO about an hour and a half before the accident and can offer some perspective on the weather at that time around KFUL and the accident site.

I have ADS-B and know you can look up the exact details and route of flight. I also have access to NEXRAD weather through my GTX345 transponder. I departed KCMA around 11:30AM Local time on Sunday. I entered clouds at about 2,500 feet on a climb to my cruise altitude of 5,000 feet. Rain was continuously light occasional moderate for the entire route, occasionally popping out between layers. There was negative turbulence in the "green" areas with light turbulence in the few "yellows" encountered where the rain was moderate. OAT was 42 degrees F from KCMA to VNY dropping to 39 degrees F from VNY to PDZ along V186.

I broke out just South of KCNO at 4,000 ft but reentered clouds at 3,400 over PDZ heading 080 for vectors to final for the ILS-RWY 26R approach. I broke out on final at about 1,200 ft MSL.

I don't believe VFR flight was possible during my flight nor at the time of the accident. Based on OAT at 5,000 feet of 39 F the freezing level would have been between 7 and 8,000 feet. It will be interesting to know if the pilot had an instrument rating, was on an IFR flight plan, had the pitot heat on, and boots ready to cycle. I also hear he may have been new to the aircraft.

Feel free to call me on the number below if needed. Terrible accident!

Roger Welling
[REDACTED]

From: [Rodrigo Cashwell](#)
To: [Smith Maja](#)
Subject: Yorba Linda Plane Crash 2/3/19
Date: Wednesday, February 6, 2019 9:26:49 AM

Hello Maja,

My name is Rodrigo Cashwell and I live in the Canyon Village apartments withing half a mile of the plane crash. I witnessed the plane from the time it was horizontal until soon after the initial explosion.

As I was sitting on my balcony (which faces the hill the plane ended up) I heard a plane that was revving way out of the normal RPM range, that I'm used to hearing. I didn't hear any sputtering as reported on the news. The plane came into view directly over my roof. Although the plane was mostly horizontal, there was a slight list to the left. I think the sound changed and the plane quickly went into a dive. Within seconds of going into the dive, the wings ripped off along with other debris and a sort of mist was observed. Within seconds the mass burst into flame but not with a movie explosion. It was more like fuel igniting. The pieces fell out of view, behind the building adjacent to my balcony. Neighbors came out and reported that they could see the plane fell on a house from the dog park 25 feet from my house. I ran over to see the black bellowing smoke. Fire trucks were heard 6-10 minutes later.

I just heard some poor information on the news and doubt many had the vantage point that I did. Hope this helps.

Rodrigo Cashwell

[REDACTED]

From: [Garcia Rolando](#)
To: [Smith Maia](#)
Subject: FW: YORBA LINDA PLANE CRASH - 3 FEB 2018
Date: Tuesday, February 5, 2019 11:29:32 AM

From: Rogelio Loera [REDACTED] >
Sent: Tuesday, February 5, 2019 1:04 AM
To: eyewitnessreport <eyewitnessreport@[REDACTED]>
Subject: YORBA LINDA PLANE CRASH - 3 FEB 2018

Good evening, my wife and I have been trying to figure out how to get what we witness that day until I posted a very short piece on the internet and an individual mentioned we should sent you all our version of the story. I didn't know what NTSB stood for until we looked it up and put 2 and 2 together. Below is what details we have for this tragic incident:

My wife and I were traveling East bound on the CA-91. We were about 2 miles West from exit Yorba Linda Blvd. My wife saw the plane from being normal to the plane engulfed in flames as it exploded in mid-air and turned into many pieces in mid-air and the immediately shooting straight down from where it exploded. She describes it as, "when you shot a bird from the sky and it falls straight to ground, spinning in circles." At no point did the plane look as if it were descending or smoking. At 1338, my wife turned to talk to me and saw the plane flying normal. My wife and I saw it explode almost instantly, and was a ball of flame. You can see the wing and other parts of the plane separate. The plane spiraled straight down engulfed in flames, spiraling straight down to the ground. You can tell that the plane hit the ground as a black puff of smoke grew quickly. We tried calling 911 at 1346 and never went through. We tried 5 times and never got through. Every attempt was busy or never connected. We have been trying to stay tuned until this guy on a post mentioned you all. We did some search and found your contact number today. Today, 4 Feb 2019, Monday at 2100, we called your National number and spoke to Ryan who gave us this email to write to you all our view point.

We have read multiple versions of the story and what we want to stress is that the plane was not descending, nor was it showing any signs of smoke or left any signs of smoke. The smoke was from when the plane exploded into flames while in mid-air.

Most importantly, we were shocked that 911 did not pick up nor did they return any of our calls. Very disturbing, and makes one think what can happen when something happens and you really need some help or assistance.

We hope that this may help you all in any way, shape, or form. If you need any further clarification or want to talk to either one of us, we are more than willing to do so.

My wife, Maria del Carmen Flores Mey, can be reached at [REDACTED]
and I, Rogelio Loera Jr, can be reached at [REDACTED].

v/R

Rogelio Loera and Maria del Carmen Flores Mey
Veteran, US Marines(Retired)

From: [eyewitnessreport](#)
To: [Smith, Maia](#)
Subject: FW: Yorba Linda, California plane crash , Sunday Feb. 3, 2019 1:45 pm
Date: Wednesday, February 6, 2019 3:54:48 AM

FYSA

Regards,

Erik

-----Original Message-----

From: Ryan Vanderhook [REDACTED] >
Sent: Tuesday, February 5, 2019 7:43 PM
To: eyewitnessreport <eyewitnessreport@[REDACTED]>
Subject: Yorba Linda, California plane crash , Sunday Feb. 3, 2019 1:45 pm

My name is Ryan Vanderhook. I live at [REDACTED] Yorba Linda. My home is n/w of the crash site, approximately 1/2 mile as the crow flies.

I am a retired 20 year Los Angeles Police Officer who worked the last 10 years of my career assigned exclusively to SWAT. I was trained to listen very carefully and observe situations if something didn't seem right. I would like to give you my observations of what occurred concerning that incident. At approx 1340 hours, I was outside in my backyard under my covered patio in the rear of my yard. It was raining and the cloud cover was very, very heavy and low, almost resembling fog. I don't recall seeing cloud cover that low ever before and I have lived here 35 years.

I was actually bar-b-cueing just prior to the Super bowl game by myself. While standing under the 24' x 24' solid roof patio cover I heard what appeared to be a small aircraft approaching slowly from the north, headed S/E, at a very low altitude. I thought it was unusual that anybody would be flying in this weather, especially at that low of an altitude. Terrible conditions with rain and cloud cover.

I heard the aircraft continue to approach directly towards my location, and the engine sound was obviously getting louder as it approached but it was at a constant RPM with no audible sounds of any issues or problems. I stepped out from under the patio looking in the direction of the engine sound and looked directly at where the sound was coming from but could not see the plane due to the low, low clouds.

I couldn't believe that I could not see the plane because now the sound was right directly over my head. I quickly ran to the other side of the large patio cover and looked straight up at the now extremely loud aircraft motor sound and still could not see it. I just couldn't believe it was that close and that loud and I couldn't see the plane. It continued over my house and directly towards the eventual crash site.

As it continued I could still hear the engine(s) at a very low low rpm and no sounds of distress. In a few more seconds, the sound of the aircraft engine quickly went from low RPM to what sounded like 10,000 RPM, a quick moment of silence, and then "BOOM" which was apparently impact.

The things that stood out to me were the plane approached my location at a very slow speed (by the engine RPM's) and maintained it all the way to almost impact. There was never a sound of any engine struggle. The plane was very, very low in altitude. I can tell you that from the time I first heard the plane approaching until the moment before the high RPM change, that plane never altered its altitude. I would estimate the plane approached me at 500-750 feet of altitude. It still amazes me I could not see it when it was right over me.

The other odd thing I noticed was the sound of the engine. I am a lifelong auto enthusiast and collector of muscle

cars. I have a great deal of experience with engines up to 1000 horsepower and I can tell if something is wrong while its running. This plane engine did sound like it was running without (mufflers and exhaust pipes). I am not an aviation engine person and maybe they do run without mufflers but the motor exhaust sound was similar to what would be run at a drag strip. I've never heard a running motor that loud from a small plane. It definitely got my attention. Just didn't sound right. I don't know how else to explain it. If I can be of any other help, or you have any questions, please feel free to call me anytime at my number listed below.

Sincerely,

Ryan W. Vanderhook
[REDACTED]
Yorba Linda, Ca. 92886

cell phone [REDACTED]

From: [Tammara Tilley](#)
To: [Smith Maja](#)
Subject: Re: Yorba Linda Plane Crash
Date: Wednesday, February 6, 2019 8:03:13 PM

Good Evening

I was outside by my car and heard a loud noise (I thought it might be a drone). I looked around to find where the noise was coming from and saw the plane. I thought the plane looked to low. It looked like it was very close to my home. The plane didn't sound right (it sounded kind of like a lawnmower). The plane looked like it was not gaining much altitude. The noise the plane was making suddenly changed to a loud high pitch(*). A couple seconds later I saw black pieces in the air, then the plane exploded. I heard and felt the explosion. Parts from the plane came off. I saw the plane fall from the sky and heard the plane land and saw smoke from tract of homes nearby.

*The sound reminded me of how when an 18 wheeler is trying to make it up a big hill and it will downshift. The plane sounded like it shifted gears.

Please contact me should you need anything further.

Thank you!!

Tammara Tilley
[REDACTED]
Yorba Linda, CA 92887
Cell: [REDACTED]

On Wednesday, February 6, 2019, 2:14:54 PM PST, Smith Maja <[REDACTED]> wrote:

Good afternoon Tammara.

My name is Maja Smith and I am the investigator in charge for this accident. Would you please be so kind and respond to this email with a description of what you saw? Thank you.

Maja

Maja Smith

Aviation Accident Investigator

National Transportation Safety Board

Phone: [REDACTED]

Fax: [REDACTED]

[REDACTED]

From: Garcia Rolando [REDACTED]
To: Smith Maja [REDACTED] >
Subject: FW: Yorba Linda Plane Crash

Last one for now.

Roly

From: Tammara Tilley [REDACTED] >
Sent: Tuesday, February 5, 2019 1:35 PM
To: eyewitnessreport <[eyewitnessreport](#)> [REDACTED] >
Subject: Yorba Linda Plane Crash

Good Morning,

My name is Tammara Tilley.

I live at [REDACTED], Yorba Linda, CA 92887.

Cell Phone: [REDACTED]

I was unloading groceries from my car and heard the plane. I saw the whole event.

Please contact me if you would like my assistance.

Thank you!!

Tammara Tilley

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From: [Garcia Rolando](#)
To: [Smith Maia](#)
Subject: FW: Plane Crash in Yorba Linda, CA
Date: Tuesday, February 5, 2019 11:24:30 AM

From: Tanya Napier [REDACTED] >
Sent: Tuesday, February 5, 2019 1:31 PM
To: eyewitnessreport <eyewitnessreport@[REDACTED]>
Subject: Plane Crash in Yorba Linda, CA

To whom it may concern:

I am a Yorba Linda resident at [REDACTED] We live the in the Fairmont Hill Community. My family and I were home at the time of the small plane crash in Yorba Linda on Sunday, February 3, 2019. We are a few streets below the crash site. I could hear the plane coming in, sounding unremarkable at first, and then sounding like a motorcycle or race car racing up our street. Immediately following was a boom that shook our entire 2nd level condo, rattling the windows. I have lived in Southern California my entire life, and it felt like the strongest earthquake I have ever felt.

My husband and I ran outside and witnessed pieces of debris falling from the sky up above our street, at the crash site. Soon after, billows of smoke from a fire. The debris came down for just a couple minutes, as I remember it, but I'll admit the shock and emotion of the moment may have altered my concept of timing. My husband and our neighbors called 911 but all received busy signals, but were able to eventually get through. Emergency personnel was already notified.

I'm not sure if my information will help at all, but this has deeply shaken myself and my family and we just want to help where we can.

Thank you for your time,

Tanya Napier
[REDACTED]

From: [eyewitnessreport](#)
To: [Smith, Maia](#)
Subject: FW: Yorba Linda Plane Crash
Date: Wednesday, February 6, 2019 3:50:38 AM

Regards,

Erik

From: Thomas Contreras <[REDACTED]>
Sent: Wednesday, February 6, 2019 12:36 AM
To: eyewitnessreport <eyewitnessreport@[REDACTED]>
Subject: Yorba Linda Plane Crash

I witnessed the plane crash. I was standing in the parking lot at Kellogg and Orangethorpe on Anaheim.

I heard what sounded like airplanes performing acrobatics (I have been at an air show before) I looked around trying to see how or why airplanes would be stunting on a cloudy day around here. I couldn't see a plane. But I distinctly heard a plane engine revving at high speed and then suddenly stop. And then I heard an explosion. A pop. And then I saw a flame fall from the sky in a soft, curved arc until it "landed" on the house on the hill.

I distinctly heard the engine revving at various speeds before it revved again until it stopped and then the pop. I never saw the plane until I saw the flame. I would estimate it's height at explosion at a thousand feet.

My name is Thomas Contreras. Phone number is [REDACTED]. Address [REDACTED]
Placentia, CA 92870

From: [Garcia Rolando](#)
To: [Smith Maia](#)
Subject: FW: Yorba Linda plane crash
Date: Tuesday, February 5, 2019 11:28:20 AM

-----Original Message-----

From: THOMAS WASNOK [REDACTED] >
Sent: Tuesday, February 5, 2019 9:38 AM
To: eyewitnessreport <eyewitnessreport@[REDACTED]>
Subject: Yorba Linda plane crash

Hi,
I'm sure you're getting inundated with calls. If this would help.

First I'd like to say I've lived here in this house (West Rosslynn) for over 55 years and have heard many planes and helo's pass over my house.

My account.

The plane that crashed the engine was wound up, high RPM's, that's what caught my attention and it seemed to be out of the usual flight pattern. Only heard it never saw it. The pilot also gunned the engine one time. The engine wasn't sputtering nor did it seem he or she had engine problems. Was running crisp and clean. I calmed down because it appeared he or she knew where he or she was going and had it under control. With the bad weather I haven't heard many planes and was very surprised to hear this one.
Hope this helps.

God rest their souls. Prayers for the lost ones and families.

Sincerely,
Thomas Wasnok
[REDACTED]

From: [Tom Porta](#)
To: [Smith, Maia](#)
Subject: N414RS
Date: Saturday, February 9, 2019 11:15:32 AM

Ms. Smith,

Per our phone conversation, here is my statement concerning my flight with Mr. Pastini on January 9, 2019 in his Cessna 414 (N414RS). My flight with Mr. Pastini was an Angel Flight West (AFW) mission from KMEV to KBIH to KSAC with a return along that same routing. He had joined AFW a few months earlier and asked me to accompany him and help with his first mission.

During each of our four legs of our flight I noted that during the climb out he would accelerate the aircraft to approximately 130 knots indicated and then pull up into a climb of 2,000+ fpm until we reached an indicated airspeed of about 80 knots at which point he would lower the nose and accelerate to 130 knots and then reinitiate the same climb technique. He repeated this climb process until we reached our cruise altitude. I estimate each pull up to be about 1.5 G's.

Mr. Pastini flew into Instrument Meteorological Conditions (IMC) with no instrument flight plan on two of our four legs. The first two legs of our flight (KMEV to KBIH, KBIH to KSAC) we were able to proceed under Visual Flight Rules (VFR) although significant clouds and precipitation were along the Sierras and into the Sacramento valley. The third leg of our flight (KSAC to KBIH) was a little over an hour in length and we incurred IMC about 40 minutes after we departed KSAC. We were IMC for 10 to 12 minutes and were in level flight at 17,500 msl. During the final leg (KBIH to KMEV) Mr. Pastini flew again into IMC without an instrument flight plan. We were in level flight but I cannot recall the altitude. I estimate our time in IMC on this leg to be about 5 to 7 minutes. Each time we flew into IMC I believe the autopilot was engaged.

We had a discussion in his car after returning to KMEV about flying into IMC without an instrument flight plan. He stated he believed it was safe because "no one flies at those altitudes." I told him besides violating aviation regulations it was not acceptable to AFW and he could have his Command Pilot privileges revoked. He told me he understood.

As for the aircraft, the first issue I noted was the condition of the passenger cabin. There were numerous items scattered about including bags, papers, empty plastic bottles as well as other items which were not secured. The cockpit area appeared clean with no clutter. All instrumentation appeared functional during our flight and all aircraft systems seemed operative as well.

When I exited the aircraft after our final leg at KMEV, I noted a fair amount of oil streaks on top of the wing immediately behind the left engine. Some drips were observed coming off the trailing edge of the wing flap. I informed Mr. Pastini about the oil and he indicated he "knew about it." I can't recall if he said he was going to have it checked or not.

To the best of my recollection these are the issues that were significant to me during our flight. I hope this has been helpful. If at all possible I'd prefer my name not be released. If you have any questions please feel free to contact me at [REDACTED] or email me at [REDACTED]

Regards,

Jake "Tom" Porta

From: [Grosf Erik](#)
To: [Smith Maia](#)
Subject: Fw: Yorba Linda Aircraft Accident - 2/3/19
Date: Monday, February 4, 2019 5:31:23 PM

FYSA

Regards,
Erik

Erik R Grosf
Senior Advisor Special OPS and Interagency Coordination
=====

24/7 Ops Center [REDACTED]
Direct- [REDACTED]
Cell- [REDACTED]
Fax- [REDACTED]

From: Tommy Donovan <[REDACTED]>
Sent: Monday, February 4, 2019 19:21
To: eyewitnessreport
Subject: Yorba Linda Aircraft Accident - 2/3/19

Good afternoon,

Within reference to the plane crash on Sunday, February 3, 2019 (Cessna 414) in Yorba Linda, California, I am emailing regarding what I had personally heard when the aircraft had flown over where I was at the time just before the impact.

At 1:46pm I was outside in the driveway of a home at [REDACTED] Anaheim, CA 92807, dropping off items for them and afterwards I was talking with one of the members of the house when I heard the sound of a small aircraft flying up above. Initially I was facing south, and the other person was looking towards me (north).

As we were talking, I noticed that the sound of the engine abruptly changed. I immediately looked up, as it came from the near west, and I could not see anything other than low level rain clouds. Minutes prior to that, a long and steady rainfall had just ended. As I heard the engine noise change, I said aloud "That's not normal."

It began to sound like the engine was straining (changing to a higher pitch) which in my mind I was assuming it was either changing flight direction or ascending. I looked through that part of the sky, to the west, and could not see anything. The noise abruptly stopped and there was silence.

Five to ten seconds later I heard, from the north, what sounded like a dull, but heavy, sound of a double sonic-boom. That's when I feared the worst. I departed and minutes later I was made aware that a plane had indeed gone down in Yorba Linda (less than 2 miles from where I initially was) and I placed a call to the Orange County Sheriff's dispatchers, leaving my name and number as I was told I would be called back at some point.

I was told today by someone who knew what I had heard, pertaining to the final moments of the flight, that I should not wait for a callback, but instead rather send an email through here on the NTSB website.

Since the incident is still fresh in my mind, approximately 24 hours later, I wanted to make sure I got this information off ASAP.

Thank you,

Tommy R. Donovan