



INTERVIEW SUMMARY

Elliott Simpson
Aviation Accident Investigator
Western Pacific Region

Interview Date: October 24, 2017
Person Contacted: Bobby Joe Curo
NTSB Accident Number: WPR18FA013

- Mr. Curo was located under oak trees in the camp area shown below, about 1 mile northeast.
- He could hear an airplane performing maneuvers then heard a dive sound, “whee virrrrrr”, like the sound airplanes typically make when diving in movies.
- The engine noise then stopped and he heard a “pop pop” sound, followed a few seconds later by the sound of an impact.
- He then looked towards the direction of the impact sound and saw a black plume of smoke.
- He went to the site, arriving in 10 minutes, but there was very little of the airplane remaining.





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Interview Date: October 22, 2017
Person Contacted: Dave Wagner
NTSB Accident Number: WPR18FA013

In an email dated October 22, 2017, Mr. Wagner stated:

“I was watching a plane do aerobatic maneuvers from my work in the Country Estates area of Ramona on Sat Afternoon. I dont have actual time but was between 4 and 5 pm.

Plane was off in the distance but was able to see it do a couple of giant loops then it climbed and started to corkscrew down towards the ground and dissapeared behind a ridge.

I did not think anything strange about it because i have seen planes doing the same type of flying over that area on the weekends before.

I went back into my work and when i came back out a few minutes there was smoke coming from behind the ridge i had seen the plane go behind earlier.

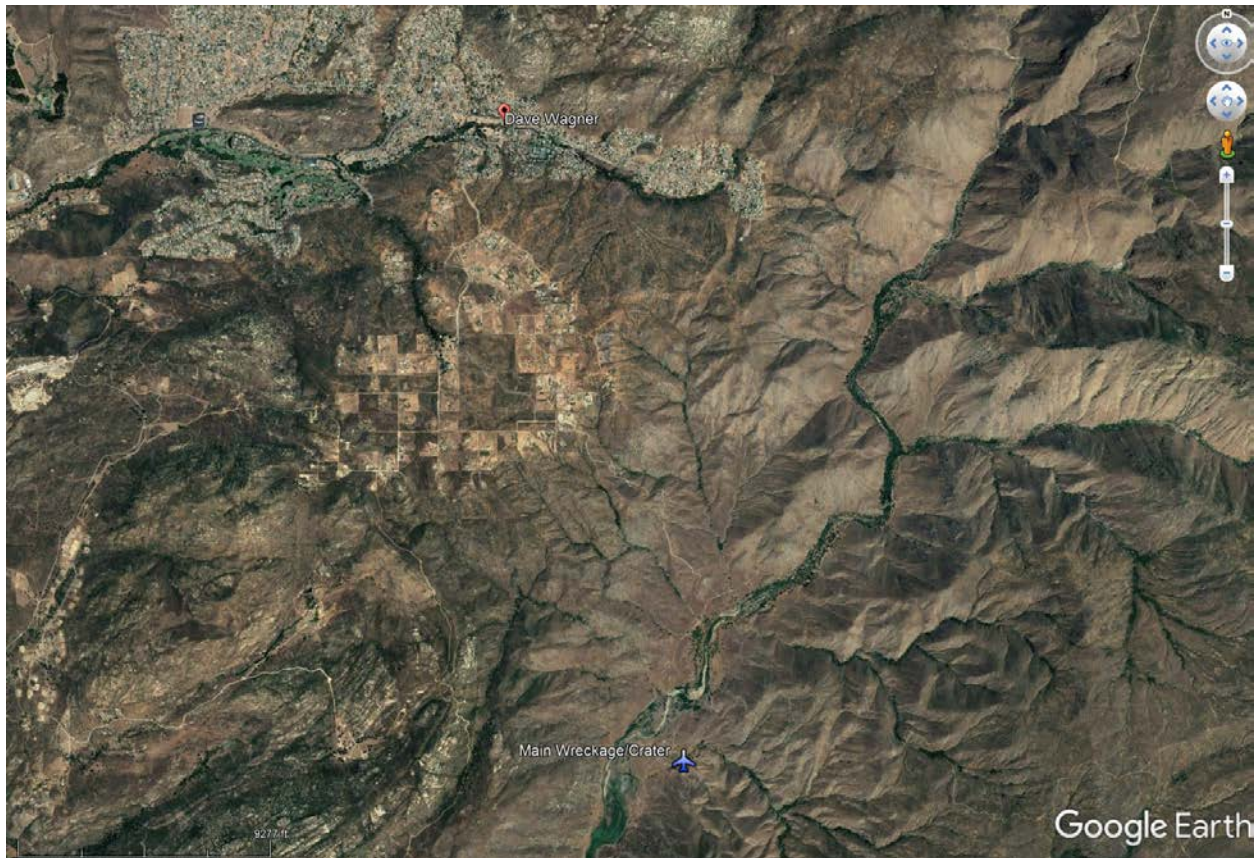
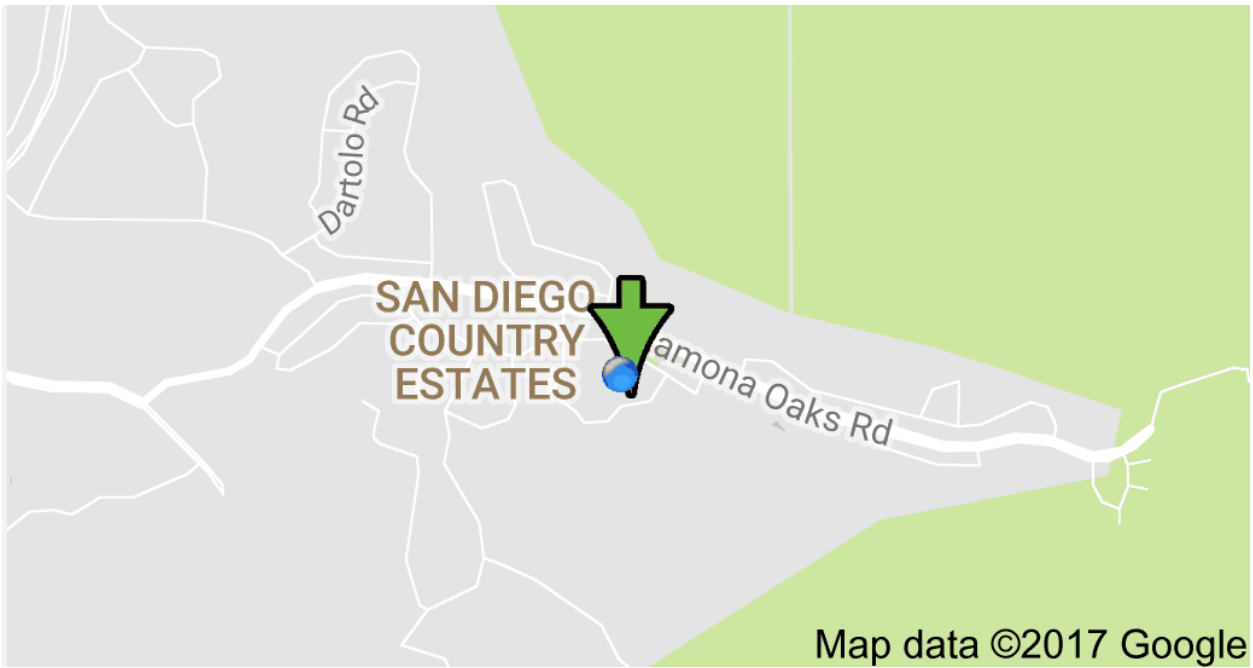
Dont know if this info helps or was even the same plane involved in the crash.

Just wanted to pass it on.

Feel free to contact me if needed. Dave Wagner”

In a follow up email Mr. Wagner stated:

“I was on the 1500 block of Davis Cup road in SDCE. The arrow shows the direction I was was looking at the plane that day. Where the map turns green is the general area of the ridge I saw the plane go behind shortly before fire started. Hope this helps.”





INTERVIEW SUMMARY

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Interview Date: October 23, 2017
Person Contacted: Donna Smith
NTSB Accident Number: WPR18FA013

During a telephone conversation Mrs. Smith stated:

- Returning to Gillespie Field Airport in her motor glider with her husband, about 1615 on October 21, 2017.
- Was inbound just north of the Gillespie reservoir, at 4,500 ft msl and observed an airplane trailing white smoke and performing what appeared to be aerobatic maneuvers at about 3,500 ft msl and ahead.
- As they approached, the airplane was just pulling out of a loop, just north of the dam, and she was concerned because the dam is an entry point to Gillespie.
- The smoke stopped and the airplane appeared to now be in a climbing right turn.
- Concerned that the airplane would not see her, she banked the motor glider to the left, so that the airplane would hopefully see their 56 ft wing profile.
- They passed each other, and that was the last she saw. She never heard a mayday call, the aerobatic maneuvers were standard, and the airplane did not appear to be in distress.



INTERVIEW SUMMARY

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Interview Date: October 24, 2017
Person Contacted: Jacqueline Lloyd
NTSB Accident Number: WPR18FA013

In an email dated October 24, 2017, Mrs. Lloyd stated:

“I did not witness the actual crash of the acrobatic plane by El Capitan reservoir, but I did see flying it a minute or so before the crash. I was alarmed by what I saw - the pilot was either flying more aggressively (faster and sharper than normal) or he was really trying desperately to compensate for something wrong with the aircraft. I do not know which. There was a ton of white smoke coming out of it. I lost sight of it and then there was a fire which is how I learned that he had crashed. :(“

During a follow up interview Mrs. Lloyd stated:

- She was located in the Rainbird and Mesa Estates Court when she witnesses the above (see image below).
- She is familiar with the aerobatic operation, having seen airplanes do the same maneuvers in the same location many times before.
- She is often very annoyed by the sound they make, because it's not steady.
- This time she noticed that the airplane was being flown either faster or more “recklessly” and more “intense”. The turns were unusual, and sharper than normal.
- After about 15-20 seconds, she then saw more white smoke, but more than she normally sees – it was thicker smoke and lasted a lot longer. She thought “oh god”, then a little later the noise stopped, and she noticed a fire plume rising from the ground below the general area she had last seen the airplane.

