



## RECORD OF CONVERSATION

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All persons listed were interviewed by Zoë Keliher

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The following is a summary of conversation:

BARRY VANWERT

On July 15, 2018, about 13:30 Pacific daylight time, Zoe Keliher, the IIC interviewed Mr. Vanwert. During this interview he stated he was working in his front yard and heard a sputter. He looked up to notice an airplane “travelling at a slow speed in my direction but a little south.” He said the airplane banked hard then descended at a steep angle. He noticed that when the airplane was close to the ground it “started to pull” but he knew it wasn’t going to be enough. He noticed two parts of the airplane come off. Mr. Vanwert used an airplane model to visualize what he saw. His gestures showed the airplane flying level, rolling left till the wings were vertical then descending in a steep angle. At some point the airplane started to level off and that is the point when two parts came off. He did not see the airplane impact the ground due to trees.

Mr. Vanwert lived near the accident site. He stated that he was in his front yard and heard a sputter. He looked up to notice an airplane travelling at a slow speed toward his direction (a flight path a slightly farther south). He observed the airplane banking hard to the left and then descend at a steep angle. As the airplane approached the ground, he thought it appeared as if it were pulling out of the dive, but was too close to the ground to arrest the descent. He noticed two parts of the airplane depart the airplane prior to it disappearing below the tree-line.

Mr. Vanwert used an airplane model to visualize what he observed. His gestures showed the airplane flying level, rolling left until the wings were vertical and then descending in a steep angle. As the airplane neared the terrain, it began to the airplane to level off at which point two parts came off.

CHRISSEY VANWERT

On July 15, 2018, about 13:00 Pacific daylight time, Zoe Keliher, the IIC interviewed Mrs. Vanwert. During this interview she stated she was outside of her house near the front door. She heard an engine sputtering and looked to the north west to see an airplane. The airplane “banked really hard, went straight down, went behind the trees, she heard the engine cut out then heard a thud.” She said her husband immediately came running to her looking for his shoes and wanting to call 911. Mrs. Vanwert used an airplane model to visualize what she had seen. Her gestures showed an airplane flying level then banking to the left till the wings were vertical, the airplane then pitched nose low to the vertical position and was in that position till she lost sight of it due to trees. When asked about the location of the landing gear, she could not recall seeing them. She said that she did not know of anyone else who may have seen the event.

Mrs. Vanwert stated that she was outside of her house near the front door. She heard an engine sputtering and noticed there was an airplane to the northwest. She observed the airplane make a

Zoë Keliher  
Air Safety Investigator  
Western Pacific Region

hard bank and descend in a near vertical attitude. The airplane then disappeared behind the trees and she heard the engine noise stop followed by a thud. She said her husband immediately came running to her wanting to call 911.

Mrs. Vanwert used an airplane model to visualize what he observed. Her gestures showed the airplane flying level and then banking to the left until the wings were vertical. The airplane then pitched nose low to a near vertical position plummeting toward the terrain.

#### JEDIDIAH THOMPSEN

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On July 15, 2018, about 11:00 Pacific daylight time, Zoe Keliher, the IIC interviewed Mr. Thompson. During this interview Mr. Thompson said he was working outside with his son in the vicinity. As he was working he heard an airplane and looked up to the east. The sun was in his eyes, but he noticed the airplane come out of the sun. "The airplane pitched straight up and rolled onto it's back with the wheels sticking straight up, It fell straight backwards, it leveled off and the wings came off" He also stated that the airplane "came down at a sharp angle." He watched the airplane descend till it went behind a stand of trees. He first thought the airplane was doing "some kind of maneuver" but realized it was not when he didn't pull up from the dive. Mr. Thompson used an airplane model to create a visual representation of how the airplane appeared to move through the sky. His gestures showed the airplane pitching nose straight up, then falling onto it's back inverted, continuing around to a nose low attitude, then descending in a steep inverted dive.

Mr. Thompson got into his vehicle and attempted to locate the airplane. He observed other people who were doing the same thing. He mentioned one witness, a female driving a gray Volkswagen diesel. She said she saw the whole thing.

Mr. Thompson stated he observed a drone of some kind flying in the vicinity after 11:00pm. This would be after the investigation team departed the scene for the evening.

Mr. Thompson stated that he was working in his garage and went outside to the driveway after hearing an airplane. He looked up to the east and noticed an airplane despite the sun in his eyes. He recalled that the airplane began to pitch in a nose-high attitude where it was nearly vertical positioned with the entire top of the airplane in his view. The airplane then rolled to the left and became inverted giving him a profile view with the right side facing him. The wheels were positioned facing upward as it descended to the terrain assuming a steep attitude. As the airplane approached the tree line, it began to assume a more level attitude at which point the wings came off the fuselage. He watched the airplane descend until it went behind a stand of trees. He recalled first thinking that the airplane was performing some type of aerobatic maneuver, but when the airplane never pulled out of the dive, he realized it was going to crash.

Mr. Thompson used an airplane model to create a visual representation of his observations of the airplane maneuvering. His gestures depicted the airplane in a nose-high attitude with the propeller pointing upward. Thereafter the airplane made an inverted wing-over type maneuver and became inverted with the nose toward the ground as it descended in a steep, inverted dive.

Mr. Thompson stated he observed an amber-colored light over the accident site around 2300 the night of the accident, July 13, 2018. He believed it was a drone that was surveilling the wreckage. He observed it again at 0230 on July 15.

#### MONICA BUNDY

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On July 15, 2018, about 11:45 Pacific daylight time, Zoe Keliher, the IIC interviewed Mrs. Bundy. During this interview she stated she was walking to her house entrance when she heard a “pop” She looked out to the west and saw an airplane “going straight down” she noticed two parts of the airplane come off. She thought that they might be parachutes but realized that they were not. Mrs. Bundy used an airplane model to visualize what she saw. Her gestures showed the airplane descending almost straight down, but not completely vertical. She said that she did not know of anyone else who may have seen the event.

Ms. Bundy stated she was walking to the entrance of her house when she heard a “pop.” She looked out to the west and observed an airplane. She recalled seeing the airplane diving toward terrain in a nose-low near vertical descent. As the airplane neared the ground, but while still in the air, she observed two large rectangular-shaped pieces of the airplane come off. At first, she thought he thought that they might be parachutes but realized after the airplane crashed that they were likely pieces of the airplane.

#### DOROTHY BOWERS

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I heard you are looking for witnesses to the plane crash near Bittrich Antler Rd on 7/13/18. I live at ----, about 1 mile east of where the plane went down. I did not see the crash, but I was outside when the plane went down and heard it before it crashed. What I heard was as follows: The first I became aware of the plane was when I heard it the engine sputtering for a few seconds...similar to the sound of an engine running out of gas. I do not recall hearing any engine sounds before the sputtering so I cannot say if it was running along making normal engine sounds, or if it wasn't running at all before the sputtering occurred. The sputtering was followed by a few seconds of silence, then another few seconds of sputtering. I looked in the air for the plane following the second sputtering episode, expecting to see a plane in the sky...despite searching the horizon thoroughly, I did not see anything, so the plane must have already been below the level of the treetops. About a minute later, I'm not sure exactly how much longer, could be more or less than a minute, I heard a very faint hum of what I would consider normal plane engine running for about 2-3 seconds. After about a minute, I again searched the sky for the plane, but did not see it then either. I did not hear anything further...no crash or sounds of impact, but when I started hearing sirens and saw the stream of firetrucks going by at about 10:45, I realized the plane had gone down.

At about 10:55 I drove up Bittrich Antler Rd to where the emergency vehicles were accessing the field where the plane went down. On the way up, I passed a man and woman in a small SUV...I spoke with them for a few minutes. The man said he saw the plane before it went down...he said he saw something come off or out of the plane. I do not know who he was, but he said he left his name with one of the men who was at the area where the emergency vehicles were accessing the field.

Please feel free to contact me if you think I can provide more info.

Dorothy Bowers

#### IAN KERRIGAN

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I scheduled myself for dispatch on this day because it was the first day the 4th year students were going to fly on their first week of flight and hadn't been trained on dispatch. I was into the dispatch room about 8:30 to take over from Tommy Kopp. At that time only two planes were flying 6MN

(Davis) was going on a personal trip and 442 (Senn) was flying with Trouten (PL14). They arrived back right on their ETA of 9:11, then turned around for the next flight with Joochan Lee (Austin) also PL14. I remember Diego looking for a headset in dispatch but there wasn't one to use so I went to my office and give him one. He then said to Trouten here you go (implying that Trouten was riding along in the back). Diego also discussed with me that his plane was lower on fuel (I believe I heard it started the day at 39 gallons) and said Lewton (who was scheduled after him) would have to do his flight on less than "student pilot limits" but well within Lewton's limits. He asked if he needed to fuel it after his flight. I asked him to check with Lewton to see if he wanted him to fuel it or not. (In later conversation with Lewton, Diego never asked him about the fuel). 442 left on time 9:40am local to the Clayton practice area. Again it was Joochan's first flight so it was a short and easy one. They were due back at 10:46am (1.1hrs ETE). The second period was supposed to end at 10:50 and 3rd period would begin at 11:00. Around 10:50? Evan and his student, David Roberts, came down around dispatch and asked if 442 was back, to which I replied "no". I didn't think anything of it, they had just gone "tardy" on the log. They waited around at dispatch as I helped the other 3 planes leave. By 11:00 o'clock it wasn't like Diego but I thought they probably just went down to get fuel and that is why they weren't back. At about 11:10ish I asked Evan to call Diego by phone but he got no response. I tried to call him multiple time on the radio but no response. Still believing they were at the fuel pumps. At 11:15 they went "overdue" on the log and began to work through digging a little deeper to find them. I then grabbed a log and began to fill it out (see attached overdue flight checklist). I tried multiple times on the radio and then sent Evan driving to the fuel pumps to check. I got another airborne plane to relay a call with no response (11:22? ish). I then called SFF tower and spoke with Hyrum didn't know where 442 was. The conversation was confusing because they didn't have them on the scope but they did have a slip for him but I couldn't tell if it was from 1st Period or 2nd. I then called him back to ask him if he could see them at the fuel pumps but they weren't there. I think I talked with Kelly on the second call. I received a message by that time from Evan saying they weren't at the pumps. I then called GEG approach and talked with Lidia? Who took my information and said she would look into it and get back with me. At this point I began to get very worried. I then went to Jim's office around 11:45? And informed him of the situation and asked him to begin an ERM because I was too much involved with too many other jobs (Dispatch, 4th year Flight Supervisor, DOFO). I then went back to dispatch and Evan was back to help me and I decided to call GEG back because no-one had called me back. I got a hold of someone but was put on hold. I asked Evan to ask for the airplane in the north practice area to relay (previous Meeks? Was in the south). No response.

I then asked them to listen to 121.5. They said they didn't hear anything but would call approach. We let them know we were on the phone with them currently. Somewhere in there we also called the DEW manager phone and left a message as well as Mead airport just in case they had any information. Finally at 11:57 Anthony from GEG came back online with me and said they could confirm that they lost radar contact at 17:21 Zulu about 8 miles west of Deerpark and an accident had been reported. Spokane fire was on their way or at the scene and recommended we call them to get any information. I then went to Jim's Office and reported that to him. He asked me what their descent looked like? Fast Or slow? I didn't ask so I called GEC back at 12:08 and was told they had 442 on radar at 7000ft, then 3 sweeps or about 20 seconds later 5800, then 3 sweeps or about 20 seconds more 5200 at which point they lost radar contact. I went and relayed that information to Jim and assigned Neal to call the Spokane Fire department. \_ We then started planning. We talked about sending a crew up to the DEW park airport and then heard back from Spokane fire department that there had been an accident and they couldn't tell how many people were onboard (suspected very firm impact). About that time (12:15pm) I received a call from the DEW manager Who confirmed a plane had crashed. He said one of his instructors flew over it? Maybe saw it? and

reported that he could Only barely make out a wing which looked like a Cessna wing. We then started planning teams to start going to the spouses houses as we gave them the news. We also assembled the Whole school for a meeting and prayer. It was at this time as people were assembling in the classroom that somebody asked if someone else was onboard. I said no but then remembered that Diego got the headset. I thought about the dispatch log which didn't have a passenger listed but was confident Trouten had gone with them. We then did a head count and overtime confirmed that Trouten was on board. We sent Bill Kilgore and Jan Seiersen to be with Naomi (Jim called and informed her over the phone), Dan and Jodi Appleby we sent to Yuki Lee (Jim also talked with her), Andrew and Katie Meeks were put in charge Of care for Troutens.

Mr. Kerrigan said that he had been at Moody since 2005 and had amassed a total flight experience of about 3000 hours. He completed a two-year internship as a CFI and became the flight supervisor the year prior to the accident and then became the Director of Operations. He did not make the hiring decision for Diego. There were six CFI's, two of which were new.

#### Paul Blake

Mr. Blake was one of the students assigned to Diego and had been on the flight prior to the accident flight. He stated that Trouten was a hard worker. Austin was from Korea and was part of his carpool to school; he classified him as the life of the class. He arrived on the day of the accident about 0800 and they were performing a preflight. Diego came in and asked if he wanted to go up flying with them. He flew in the aft left seat. Trouten completed the checklists and started the airplane; the goPro was on. He stated that they departed from runway 22R and headed to the South practice area. During the time Diego showed them all of the markers and how to initiate a climb stacking their fingers together to show the pitch attitude. They performed a series of shallow turns and Diego showed them an uncoordinated turn demonstrating what a skid and a slip was by stepping on the ball [adding rudder to make a coordinated turn]. They been flew the airplane and slow flight and he demonstrated the stall warning.

#### DJ Merriam

Mr. Miriam stated that he graduated in 2011 after he got his CFI. He stated that Diego had three students assigned to him. He stated that the maneuvers completed during the first flight, similar to the accident flight they would have been performing maneuvers at about 90 kn and slow flight would be around 60 kn with no flaps (five not reduction per notch flaps). He said Diego arrived first and he had come in around 620. He noted that the Clayton practice area was more busy than other areas.

#### Jay Bigley

Mr. Bigley is the chief flight instructor and had a total time of over 9000 hours. He had been with Moody for 18 years and moved to Spokane in 2005. He reported to Ian. He stated the first flight, similar to the accident flight would consisted of basic climes as well as slow flight and demonstrating the pattern altitude. He stated that it could have been the instructor of the student filling out the notes during the flight.