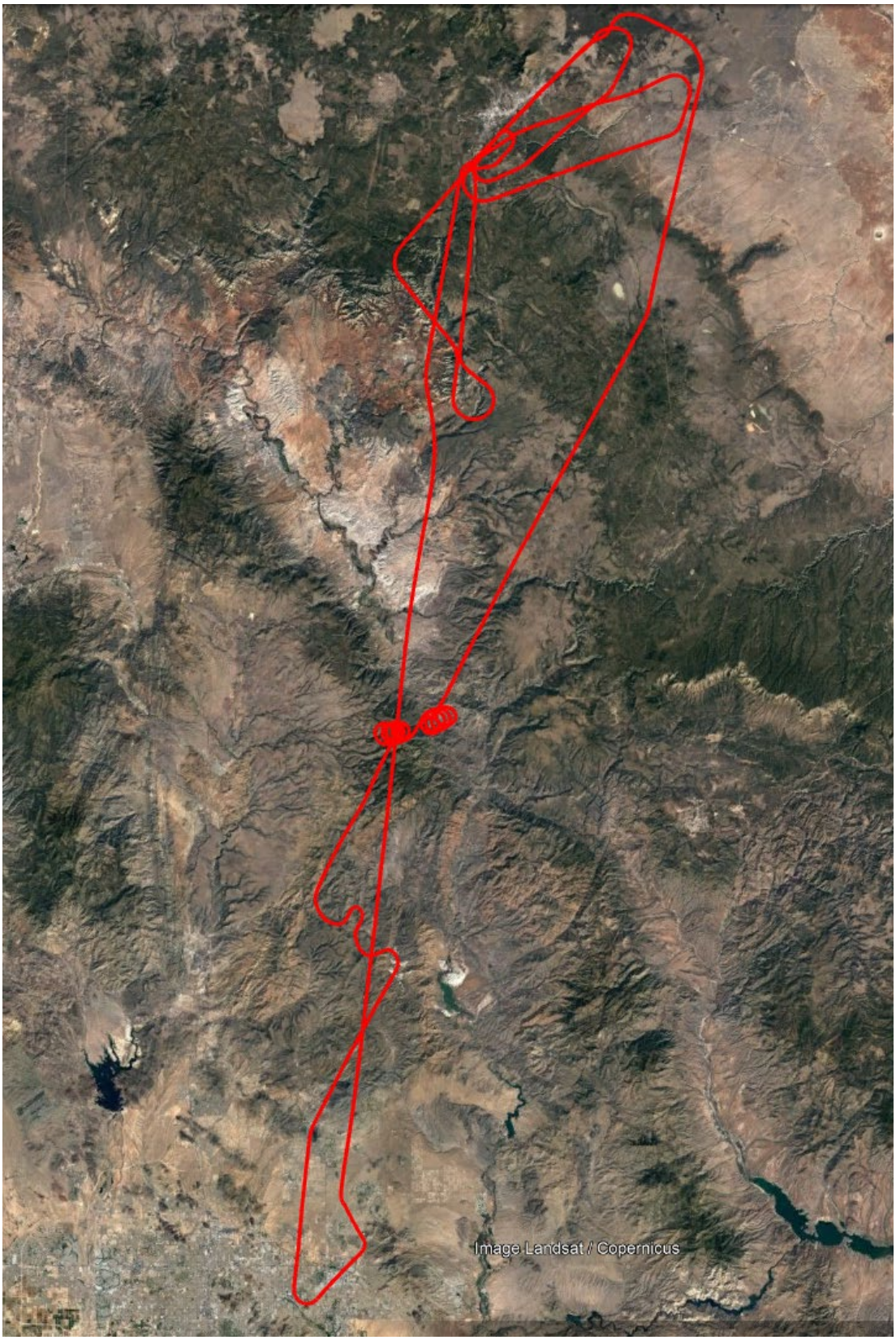
Summary of my experience flight training Mr. Richard Boehlke

When Richard began flight training with us, his initial desire was to accomplish his Commercial, his Citation Type Rating and Single Pilot Exemption consecutively. Consequently, the first few flights with Richard were tailored to see if this was a reasonable expectation. Those flights were attempted single pilot, included only normal procedures with maybe an approach or 2. Debriefings were typically accomplished in the aircraft, with avionics powered up, immediately after each flight while the details of the flight were fresh on our minds. After the first few flights, it became apparent that a crew Type Rating and Commercial were probably doable, but the Single Pilot was something that was quite a way down the road. Richard seemed to accept this OK so we shifted our training from Single Pilot to a crew method of training thereafter. He did not seem to be in a rush or under any time constraints and mentioned several times that he was "in no hurry". When we began to add air-work on subsequent flights, Richard struggled with steep turns. I've always felt that steep turns are great exercises in airmanship and I feel I can frequently forecast how much difficulty we are going to experience mastering airwork by observing our progress in performing steep turns consistently within tolerance. We would make some progress on steep turns during a training flight but the next time we practiced them, it was like we started all over again, he had trouble recalling what he learned the last flight. Most other air-work, such as stalls, unusual attitudes, shutting down & restarting engines went much better.

The airplane was a high workload airplane in the approach environment, especially when arriving at an initial approach fix flying the Garmin 750 and then transitioning to an ILS, Localizer or VOR approach. In route, the Garmin 750 is in the GPS mode, the Autopilot Mode Selector must be in the NAV mode and the Display Controller (EFIS) in the FMS Mode. Then after getting established on the Final Approach course, the Garmin must be switched to VLOC, the Display Controller must be switched to the NAV mode and the Autopilot Mode Selector must be switched to the APR mode. Frequently, the Localizer final approach course will not agree precisely with the GPS Final Approach Course, so HDG may have to be selected on the Autopilot Mode Selector to steer the airplane to the Localizer and then the approach has to be re-armed. A lot of button pushing has to be accomplished in a limited amount of time, all while the airplane is being re-configured and is intersecting the glide slope from below. This is typical of Citation Vs of this vintage, but is aggravated somewhat by the presence of the Garmin 750's. Though it is a very capable and intuitive navigator, it does add another device that has to be switched from the GPS mode to the VLOC mode. This is all manageable and pilots do it every day, but Richard struggled continuously with this. As his instructor/first officer, I was never able to slip out of my "instructor" mode into a normal "first officer" mode without things going downhill rapidly. We would make some progress on one flight, and then on the next flight, he would sometimes get it right and sometimes not. We could not seem to make consistent, repeatable progress mastering the airplane while shooting approaches. Richard struggled similarly executing missed approaches for similar reasons, lots of button pushing in an otherwise already busy time. After over a dozen training flights over about 3 weeks, Richard decided he needed to leave to take care of some business items and was planning to return later to resume training.

M Mitchell Ange

Oct 25	KSDL – KFLG	1.4 hrs	Normal T.O, stall series, ILS & VOR Approaches
Oct 25	KFLG – KSDL	.5	Normal T.O & Landing
Oct 30	KSDL – KSDL	.7	Normal T.O. & Landings, ILS approach (KIWA)
Oct 31	KSDL – KSDL	2.0	Normal T.O & Landings, ILS, GPS, VOR (KFLG), & Holding
Nov 6	KSDL – KSDL	2.0	Steep Turns, stalls, ILS & GPS Approaches (KFLG), V1 Cut
Nov 8	KSDL – KSDL	2.3	ILSs, (KIWA & KRYN), stalls, RTO
Nov 9	KSDL – KSDL	.8	Normal T.Os & Landings (P52)
Nov 10	KSDL – KSAF	1.0	LOFT, SIDs, ILS
Nov 10	KSAF – KSDL	1.1	LOFT, STAR, visual
Nov 11	KSDL – KSDL	1.9	Stalls, ILSs, VOR, Circle to Land, V1 Cut
Nov 12	KSDL – P52	1.6	Steep Turns, Stalls, ILSs, GPSs, Missed Approaches, Holds
Nov 12	P52 – KSDL	.5	Normal T.O. & Landing
Nov 13	KSDL – KSDL	2.4	Steep Turns, Stalls, ILSs, VOR, GPS, Circle to Land, Missed
Nov 14	KSDL – KSDL	.9	Normal T.O & Landing, Steep Turns, Stalls



Flight track including steep turns for Nov 13 training flight

Statements of Captain and FO of Horizon Air flight QXE2214 concerning observation of accident aircraft from WPR21FA082.

Statements were compiled and forwarded to the NTSB (AS-30, Marvin Franz) by Horizon Air Interim Director of Flight Operations Johan Eriksson. Captain's statement was received 12 January, FO's statement received 13 January.

Captain Statement

" We departed PDX at 1321. Seattle center gave us a few turns towards the south for traffic. While during this time I repeatedly head ZSE trying to get ahold of a N3RBZ with absolutely no responses heard. I don't know the exact amount of calls, but it was enough to get my attention. I'd estimate it was about 1335 local when ZSE reached out asking about our inflight visibility as he had an aircraft at 8000 feet spiraling/turning in a steep descent and asked if we could look for it. We were in the clear at about FL210, near the GASHE Intersection, just south of it. Skies were clear, very high overcast, and patchy locations of the ground fog. The terrain was all easily identifiable. We did not encounter any cloud layers on our flight up to that point.

As soon as Todd (First Officer) got the call we both immediately began searching for the aircraft, I requested left of course deviations to get a better sight picture. Todd VERY briefly saw it (I think a brief shimmer/flash) but then lost sight of the aircraft. He pointed in the general direction. I'm unable to accurately speak on its flight path characteristics as I didn't see it. I didn't see any smoke or vapors. I'd say maybe 30 seconds after Todd saw the aircraft I did see the aircraft impact terrain, the black scar on the earth in the snow, and black smoke in the air. Todd immediately started trying to get coordinates for center, I requested a left 360 to keep eyes on the impact sight and get an accurate position. We were told by center that they have an aircraft at a lower altitude and were unable to authorize a 360 and were cleared direct BOI.

If they have more questions or any return information I'd be happy to help to the extent that I can. It was definitely a chilling encounter. "

FO Statement

"I concur with everything in Kyle's statement. To reiterate I saw the aircraft in flight only briefly (a few seconds) and did not observe any smoke trail while it was in flight. Only observed black smoke rising from the ground after impact. If you need anything more please let me know."

January 11, 2021

N3RB Observation Statement

Dear Mrs. Barclay,

My first observation of the accident aircraft was on January 8th, 2021 when we arrived at TTD for an overnight at 16:25 PST. The aircraft was parked two plane lengths to the east of the opening to the Troutdale Aircraft Services (TAS) hangar door. At the time we put our aircraft, N897MD, a Citation M2, in the TAS hangar I did not notice any red gear, ie pitot covers/engine covers installed on N3RB.

On the accident date, January 9th, we performed a local demonstration flight from 11:23 AM to 12:06 PM PST and parked again behind N3RB. Before departure and upon arrival, N3RB was in the same location and I did not observe any crew or passengers for the aircraft present. After a brief moment on the ramp we proceeded inside the TAS hangar to discuss the flight and at approximately 12:30 PM PST I heard N3RB start engines without any abnormal sounds. At 12:56 PM PST I called the FBO for fuel and remembering the cabin door was still open I went out to close it. N3RB had been idling for what I felt was a long time and the jet exhaust fumes were very strong. I closed our cabin main door as N3RB pulled away and proceeded back inside the hangar. Normal power was used to pull away and nothing appeared out of the ordinary.

At 13:48 PST, we departed on an IFR flight plan from TTD to ICT. In the climb we observed a thin cloud layer that was obscuring the peak of Mt. Hood and above the weather was clear, with unlimited visibility free of turbulence/icing throughout our climb to FL410. At the time of our flight back to Wichita I was not aware of the accident.

Best Regards,

[redacted]

Kevin McCollam
Sr. Pilot, Flight Operations
Textron Aviation
[redacted]

In an email to eyewitnessreport@ntsb.gov dated January 11, 2021, Kirby Cress provided the following statement and photo:

Subject: Probable Plane Crash Saturday 1/9/2021

I doubt that this is very helpful at this point, but my wife and I were hiking in Oregon Saturday afternoon, when we heard a loud boom. We turned around and I took the attached photograph at 1:37 pm.

In an email to eyewitnessreport@ntsb.gov dated January 12, 2021 Mr. John Parker stated the following:

Hello,

I was the Pilot on N38073, on Saturday Jan 9th, when N3RB came out of the sky. We were 12 miles to the west at

the time of the incident, and were the first aircraft to locate the wreckage.

I had a GoPro operating on my flight. N3RB crossed our flight path, and there is an unusual circular contrail appx 4

mi south of the impact crater. I don't know if it's useful for you to have, but wanted to offer the option. The video

was shot as time-lapse at a 5 second interval in 4k.

I also have photos of the crash scene only a few minutes after the crash.

Please let me know how to send this if you'd like it. The video is fairly substantial in size.

Thank you!

John Parker

Image from GoPro video

In an email to eyewitnessreport@ntsb.gov dated January 11, 2021, Mr. Greenwood stated:

Hi my name is Garet Greenwood. I was an employee and good friend of Rick Boehlke who was the pilot that lost his life in the recent crash of his Citation. I know it is him from the little bit of audio with ATC. For what it is worth I don't think his voice sounds slurred. That is just how he sounds. As I'm sure you know, Rick was an accomplished pilot. He did push the limits at times, but I couldn't imagine anyone better to remain calm under pressure and do the right thing. I have more than one example of tham while I was flying with him.

I'm writing to you just in case I could be of assistance in any way.

Sincerely,
Garet Greenwood