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Subject: CEN23LA052

Contact: Jarrod Bagley, Right Front Pilot Seat Passenger, cell: [REDACTED],
email: [REDACTED]

Jarrod Bagley stated during a telephone conversation, he stated he was in the cockpit with the pilot, and they had just taken off, and the cloud cover was a "little low." The airplane was in the clouds at the time of the loss of control. As they came out of the cloud cover, he felt disoriented and thought they were going to hit a mountain because he lives in Utah and then realized that there are no mountains, and it was the ground that he was seeing. At the time, the accident pilot was pulling away from the ground, and he was "pulling hard," and Mr. Bagley did not know how many g's the accident pilot pulled, but they were "pulling hard." The accident pilot eventually pulled out of it and got the airplane "upright." Mr. Bagley said they were "pretty close" to the ground as he looked out the side window of the airplane. The accident flight continued to Dallas, Texas, and when they landed, they got out of the airplane and a friend of Mr. Bagley's, who was on the flight, asked Mr. Bagley if he saw the wings on the airplane. Mr. Bagley then saw how "crumpled the wings were," and he did not "realize how bad" it had been.

When asked if the accident pilot was pulling to avoid the ground, Mr. Bagley said, "oh yeah" and "hard". Mr. Bagley said the airplane was heading "almost directly" and "straight" at the ground before it was recovered.

Mr. Bagley stated that he asked the accident pilot what happened after the airplane was leveled off, and the accident pilot said he thought the autopilot had failed. Mr. Bagley said the autopilot was not on. Mr. Bagley said it "seemed" that the accident pilot was not "paying attention to the instruments." Mr. Bagley said the

airplane went "upside down," and the accident pilot did not "realize it." Mr. Bagley said that they had just "barely" taken off, and he did not feel any turbulence prior to the loss of control; "there was nothing before they got out of the clouds." Mr. Bagley said that it was "weird" and "something off" when he asked the accident pilot that with all the instruments, no buzzers going off, no beeping, and redundant systems "we can be going to the ground like that?" to which the accident pilot said he thought the autopilot failed. Mr. Bagley said he did not hear a chime or a bing.

Mr. Bagley said that when he got home one of his pilot friends looked up the accident flight and said that four ground alert warnings were sent.

When Mr. Bagley was asked if he had flown with the accident pilot before, he said he had not. Mr. Bagley said they were going fishing and as part of the fishing service; they offered a private flight rather than flying commercially. He said Lake Baccarac Lodge provided the fishing expedition and the accident flight. They flew out of Dallas into Mexico, with the accident pilot and in the accident airplane, and spent a week at the Lodge. The return flight was with the accident pilot in the accident airplane, and the flight stopped in Del Rio, Texas, for U.S. Customs. The accident occurred after departure from Del Rio, Texas. The pilot had his wife and her mom were on board the accident flight. He said his friend and another person that was had gone fishing were also on the flight.

Mr. Bagley said the Lodge organized the accident flight, which was an additional fee.

When asked if anyone asked what his weight and his baggage were, Mr. Bagley said that the Lodge initially asked, in which they stated so many pounds of luggage was allowed for the flight to the Lodge and after they arrived at the Lodge nobody asked about weights or weighed anything. The Lodge "basically" said not to bring more than 35 lbs. of luggage. He said that it was only the Lodge that asked about weights. The accident pilot did not ask about any weights. Mr. Bagley said nobody ever asked what he or his friend weighed.

When Mr. Bagley was asked if the accident pilot said that wind shear cause the loss of control, Mr. Bagley said it was "odd," his wife was screaming, and the oxygen masks fell from the ceiling, and he did not think the accident pilot gave him "very good answers" as to why the airplane entered a descent. When they arrived at the destination, the accident pilot and his family did not say anything and got into their cars and left. The accident pilot sent an email a week later saying he was sorry for the incident, and he checked with the National Weather Service and there were five different winds from different directions, and they hit the airplane in the wrong spot and the wrong time. Mr. Bagley said that the accident pilot's explanation did not make

sense because they did not "hit turbulence" and there was no "shake in the airplane" prior to the loss of control; they were just heading into the ground.

When asked how much time elapsed after the accident airplane entered the clouds to the loss of control, Mr. Bagley said it was maybe "a couple of minutes." Mr. Bagley remembered the airplane had not climbed above 3,000 ft. Right before the loss of control, the accident pilot was working on his flight log and flight plan on his laptop, he was talking to air traffic control, and "punching things in." Mr. Bagley did not remember if the accident pilot had his hand on the control yoke.