



Brian Rutt
Air Safety Investigator
Central Region

Date: November 22, 2023

Subject: CEN24FA042 - Witness

Contact: Mr. Shawn Anderson [REDACTED]

An FAA Inspector conducted a witness interview with Mr. Shawn Anderson.

Mr. Anderson was a passenger in a car when he witnessed the last few seconds of N1204X flight. Mr. Anderson was headed East on Hebron Parkway when he saw N1204X make a steep climb in front of him. The aircraft was climbing and decelerating rapidly. About 250 feet the aircraft made slow turn left and nosed down steeply. The aircraft rolled inverted as it went almost straight down below Mr. Anderson's line of sight. Smoke could be seen, and he knew it crashed.

///END OF STATEMENT///



Brian Rutt
Air Safety Investigator
Central Region

Date: December 7, 2023

Subject: CEN24FA042 - Witness

Contact: Anonymous Caller

The caller stated that it had been suggested to the accident pilot that he should give up flying due to losing "the ability to stay sharp." The caller stated that the accident pilot was "an extremely proud" individual and would criticize pilots publicly for minor infractions at the airpark. The caller reported that the accident pilot would become "disoriented" and "confused" while flying. The caller stated that the accident pilot had passed out suddenly while attending an airport fly-in last spring. The caller also stated that accident airplane had maintenance issues, such as leaking fuel tanks, that the accident pilot was "too stubborn" to repair.

///END OF STATEMENT///



Brian Rutt
Air Safety Investigator
Central Region

Date: November 28, 2023

Subject: CEN24FA042 - Witness

Contact: [REDACTED]

[REDACTED] stated that he had witnessed the accident of Mooney N1204X in Plano, Texas the evening of November 21, 2023. He stated that he was driving northbound at the intersection of Plano Parkway and Park Avenue. He saw the Mooney about 35-40 ft off the ground at the north end of Air Park - Dallas (F69). He suspected the airplane landed long and was going around. He thought the airplane wasn't climbing at a normal rate and suspected something was not right. He noticed the airplane climbing with its wings level to about 400-500 ft above the ground. He also stated that the airplane was yawing to the left during the climb and drifted left.

[REDACTED] noted that the instructions from nearby Addison Tower (ADS) are to stay to the east of F69 to not interfere with ADS traffic. He stated that he thought the pilot was distracted or unfamiliar with the area. [REDACTED] noticed that the airplane seemed to level off, but the yaw and bank to the left was increasing. He stated that the left wing stalled and "broke hard" to the left and the nose "dropped hard." He was able to see the top of the airplane's fuselage as it descended toward the ground. [REDACTED] noticed the landing gear was down the entire time he saw the airplane.

///END OF STATEMENT///



Brian Rutt
Air Safety Investigator
Central Region

Date: November 25, 2023

Subject: CEN24FA042 - Witness

Contact: Sarah DuPuy

Mrs. Dupuy stated that around 6pm on November 21st she was driving North on Plano Parkway, stopped at the stop sign at the intersection at International when she witnessed a small propeller airplane attempting to land at Air Park - Dallas. It appeared to be landing low and fast and was having trouble leveling out. It was landing at such a high speed with difficulty remaining on the ground that Mrs. DuPuy had anticipated they would not be able to land successfully and would have to take off again. The plane did take back off ascending quickly and then began to turn to the left, appearing to attempt to circle back around, however it appeared to Mrs. Dupuy that they were turning at too low an altitude and too quickly. As it was turning, she witnessed the left wing dip perpendicular to the ground, then the right wing dip perpendicular to the ground, and then the plane subsequently went head down and crashed. All of the events she described were witnessed before reaching the stoplight at Park and Plano Parkway.

///END OF STATEMENT///



Brian Rutt
Air Safety Investigator
Central Region

Date: November 27, 2023

Subject: CEN24FA042 - Witness

Contact: Alicia Jones - [REDACTED]

Mrs. Jones was in her residence near Air Park - Dallas when she observed the accident airplane about 15 ft off the runway when it was at midfield. She heard the airplane's engine increase rpm and observed the airplane pull up. She noted that the airplane's wings were wobbling after the airplane pulled up. Mrs. Jones did not observe the airplane touch down on the runway. She noted that it was dusk.

///END OF STATEMENT///



Brian Rutt
Air Safety Investigator
Central Region

Date: November 21, 2023

Subject: CEN24FA042 - Witness

Contact: Mr. David Seals [REDACTED]

An FAA Inspector conducted an interview with Mr. David Seals who is friend of the accident pilot of N1204X, Mr. McDonald.

Mr. McDonald was inbound to F69 to stay with Mr. Seals at his house on the Airpark Dallas. Mr. Seals was on his golf cart and monitoring radio calls made between Mr. McDonald and Addison tower. Mr. McDonald sounded normal or not stressed on the radio, according to Mr. Seals. After announcing he saw the runway, Mr. Seals saw N1204X make a low pass down the runway, headed North. Mr. Seals lost sight of N1204X as it went down the runway and performed a go-around. Mr. Seals soon saw the smoke to the West and did not hear any further radio calls from N1204X.

Mr. Seals stated that Mr. McDonald was trying to arrive at F69 before dark, as he was not very familiar with the airpark. He had been there before, approximately a year ago.

///END OF STATEMENT///



Brian Rutt
Air Safety Investigator
Central Region

Date: December 6, 2023

Subject: CEN24FA042 - Witness

Contact: Bob Symns

Mr. Symns is the manager of Eagle Roost Airpark (27AZ), Aguila, AZ. He stated that Mr. McDonald was a resident of the air park for over 20 years, he was very proficient in his airplane and had a recent checkout. He stated that Mr. McDonald did have a history of syncope due to dehydration and had been treated at a local hospital. Mr. Symns also stated that on the day before the accident flight, he had helped Mr. McDonald plan his route. He stated that a fuel stop was planned in west Texas but could not recall where. Additionally, Mr. Symns stated that Mr. McDonald had removed and replaced the engine on the accident airplane about 6-8 months before the accident. On the day of the accident, Mr. Symns stated that Mr. McDonald departed 27AZ about 0815 mountain standard time.

///END OF STATEMENT///



Brian Rutt
Air Safety Investigator
Central Region

Date: November 22, 2023

Subject: CEN24FA042 - Witness

Contact: Keith Vanderburg - [REDACTED]

Mr. Vanderburg was in the parking lot when the accident happened. He did not see the impact but observed two distinct explosions and the postimpact fire following the impact. He stated that an object struck his vehicle immediately after the explosion. It was determined to be a compressed canister. Mr. Vanderburg stated that fuel was observed running on the ground after the accident.

Nothing follows