

From: [REDACTED]
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Subject: Orbic Air comments on factual report
Date: Friday, February 21, 2025 7:11:18 PM

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Hello Aaron,

Here's what Orbic Air would like to add as comment to the factual report.

We also would like to again request that our recorded transcripts not be open to the public.

Regards,

Steve

Orbic Air, LLC
Comments on Factual Report
Accident Flight: N130CZ - February 9, 2024

The flight was a routine charter conducted in forecast VFR conditions from Palm Springs International Airport in California to Boulder City Municipal Airport in Nevada. At the time of departure, all available weather stations—departure, en route, and destination—reported VFR conditions.

Instead of flying a direct route between the airports, a specific flight route was chosen that utilized the tracking major freeways to aid with VFR navigation, increase ground reference and visibility, avoid mountainous terrain, increase ambient lighting, and provide mostly flat and level terrain in which a forced landing would likely be viable.

The results of the accident indicate that the aircraft impacted the ground with a nose-down attitude of approximately 45°. This, combined with reports of winter-like precipitation from a fast-moving storm cell, could indicate that the pilot experienced spatial disorientation due to entry into instrument meteorological conditions.

Degraded weather conditions and decreasing visibility should have been identifiable in flight while tracking the I-15 freeway. This freeway is known to be highly utilized between Los Angeles and Las Vegas, especially the northeast-bound lanes on Friday nights. The circumstances leading to the continuation of the flight are unknown.

The operability of the radar altimeter is unknown. There are references to the instrument failing to start properly while tested under direct battery power prior to the accident flight. The instrument in question had experienced similar failures previously with voltage interruption but regained functionality without corrective action. There were instances where the successful operation of the instrument coincided with whether it was powered on while the aircraft engine and generator were running and supplying a constant voltage versus power being supplied directly from the battery. There are verifiable accounts prior to the accident flight of the

instrument not functioning properly when powered directly from the battery and subsequently functioning properly when powered on once the aircraft was running with the generator supplying power.

According to the pilot in command, one of the passengers had difficulty locating their passport after clearing customs in Palm Springs, resulting in an approximate 50-minute delay. This delay was likely a factor in the accident, as the problematic weather conditions appear to have been caused by a fast-moving isolated cell. To the best of our interpretation, the problematic weather likely would not have reached the flight path if the flight had departed on time.

Steve Gould

Director of Operations

Orbic Air, LLC

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