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Subject: NTSB# ERA23FA256

Contact: Intercept Pilot #1, Intercept Pilot #2 (United States Air Force - USAF)

The National Transportation Safety Board (NTSB) Investigator-in-Charge interviewed two military pilots that observed the accident airplane (Cessna 560, N611VG) during an intercept after the aircraft was reported unresponsive. The pilots were in separate aircraft during the intercept.

The interview was conducted over Microsoft Teams, and it was not recorded via audio or video. On the call were the two pilots, the United States Air Force party coordinator, their legal counsel, and the FAA party coordinator. The following record is a summary of what they reported.

Summary of Observations (Pilot #1 and #2):

The airplane was first observed to be flying in a cruise configuration. The airplane was flying straight and level, at 34,000 ft, about 240 knots. There was nothing remarkable about the exterior of the airplane. There were no holes in the aircraft, windows missing, nor doors missing. There was no smoke or vapor trailing the airplane. The engines were not producing contrails. The airplane was viewed from all sides and multiple vantage points. The navigation lights and beacon were operational. There was no airframe icing observed.

There was no frost observed on the cockpit windscreens, nor was their frost observed on the passenger windows. The cockpit appeared to be clear inside and no smoke was observed inside the aircraft. A person was observed to be seated in the left seat in the cockpit. The person was laying and slumped completely over into the right seat and remained motionless throughout their observations. The person was wearing

a dark shirt. They could not see whether the pilot was wearing a headset, or an oxygen mask. They could not see whether there were any lights flashing in the cockpit.

Several attempts over the emergency guard frequency were made to reach the airplane. No response was ever received from the airplane.

The passenger window shades were observed to be positioned up (open). There was no movement observed in the cabin area. Rigid rectangular shapes were observed in the cabin area through the passenger windows. The pilots did not see any shapes that resembled a person in the cabin area.

The airplane's pitch was described to burble, and subsequently, the airplane began a slow roll to the right. As the angle of bank increased, the nose pitched down and a steep spiraling dive was entered.

The airplane entered an overcast cloud layer at 7,000 ft mean sea level and was not observed again in-flight. One pilot reported that as the airplane was followed in the descent, a 6,000 foot per minute descent was entered to remain with the aircraft for a period of time. After the airplane entered the clouds and disappeared from view, a short time later, an area of gray smoke was observed in mountainous terrain. This position was relayed to their command. The intercept was about 17 minutes in duration¹.

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¹ A representative with the USAF reported that no video was captured during the intercept.