



RECORD OF CONVERSATION

Gregory Collins
Intern (Investigative)
Western Pacific Region

Date: July 7, 2015
Person Contacted: Bruce Mason
NTSB Accident Number: WPR15FA208

Narrative:

During a phone conversation with Mason he stated that the airplane's approach appeared normal with the airplane coming down over the aiming point at 10 to 20 feet above the runway and that the airplane didn't seem too fast or slow on approach. Mason stated that instead of the airplane touching down that it stayed in ground effect approximately 10 feet above the runway and floated the next 1000 feet with landing gear extended but the wheels ever touched the ground. Mason stated that he was surprised when the airplane began a shallow climb at such a slow airspeed because he could have easily landed the airplane in the remaining distance of the runway. Mason stated that it didn't appear that the airplane added any power as it began to climb but the climb appeared to be intentional and under control. At no time did the pilot announce that he was going around and stated Mason that he hesitated to contact the pilot to offer assistance because he was unsure what was going on and didn't want the pilot to be concerned with the radio. On the climb he stated that "the airplane got so slow" that he questioned if the pilot was still in control and if the airplane would be able to remain airborne; but also said that it seemed as if the pilot were committed to staying in the air rather than landing. Mason stated when the airplane started a gradual bank to left that it appeared to be under control and intentional rather than the result of a stall and assumed that the pilot was turning towards the departure end of runway 31. When asked of the pilot's demeanor on the initial inbound call for landing Mason stated that the pilot did not seem in any distress. Mason could not recall if the airplane had flaps extended anytime during the approach and the subsequent climb. Mason noted that sometimes from the town the controllers can hear when airplanes apply power to go around but he did not hear any power applied or unusual engine noises as the airplane began to climb.



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Date: July 7, 2015
Person Contacted: Richard Lauer
NTSB Accident Number: WPR15FA208

Narrative:

During a telephone conversation with Lauer he stated that he was driving on Turner road north bound which is almost adjacent to runway 34. Lauer stated that he was driving the same direction as the airplane was taking off and noticed that the airplane was ascending slowly and that the airplane was moving at a slower speed than his vehicle. Lauer stated as the plane was attempting to climb he could hear the engine continuously misfiring and running at a low rpm but saw no signs of smoke or fire. Lauer described the sound of the engine as if the plane were taxiing on the ground. Lauer commented that his wife who was in the vehicle with him stated that "the engine didn't sound good." Lauer also stated that the airplane was configured for "level flight" (landing gear up and flaps up). Lauer witnessed the airplane climb to what he estimated to be about 120 feet above the runway and begin a left turn which he believed the pilot was attempting to avoid hitting vehicles on the adjacent Turner road. Lauer stated that the airplane then descended while banking left and "cartwheeled" on to its left side on impact.



RECORD OF CONVERSATION

Gregory Collins
Intern (Investigative)
Western Pacific Region

Date: July 14, 2015

Person Contacted: Robert House
NTSB Accident Number: WPR15FA208

Narrative:

During a telephone conversation with House he stated that on 4 July 2015 at about 0805 he was on duty at Garmin AT which is located at 2345 Turner Rd; adjacent to McNary Field. House stated he was outside on the west side of the Garmin building which faces the runways at McNary airport that he observed a plane approaching from the south for landing. House reported that the approach of the airplane looked and sounded normal with the throttle being reduced as the airplane glided down to the runway. House reported hearing the sound of the airplane wheels touching down on the runway and shortly after he observed the tail of the airplane dip down towards the runway and the nose pitch up. House stated that the airplane began a series of "ballooning oscillations" and that each time the nose pitched up that the ballooning became more severe with the airplane increasing in height above the runway; House stated that at this point he did not believe the pilot was in control of the airplane. House stated that the 3rd and most severe of the oscillations the airplane descended nose first and struck the runway producing a "metallic striking sound" or "thud" and that the airplane appeared to be launched into the air about 6 to 8 feet above the runway. House described hearing the engine "come back" as if power were being applied again but the engine sounded "bad" and sounded as if it were running at a low RPM but the pilot appeared to regain control and remained flying about 10 to 12 feet above the runway. The airplane then disappeared from House's view behind the National Guard hangars on the eastside of the airport when he heard the engine stop, a "thud" and then observed black smoke rising in the distance. House stated that he never saw the airplane begin a climb or impact the terrain due to the airplane disappearing from

his view and that because of his distance from the airplane he could not observe the position of the airplane's flaps but did see the landing gear extended.



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Western Pacific Region

Date: July 7, 2015

Person Contacted: Vern Wayne
NTSB Accident Number: WPR15FA208

Narrative:

During a phone conversation with Wayne, he stated that he witnessed the airplane taking off and ascending at a slow rate of climb to about 50 to 100 feet above the runway. Wayne stated that the airplane then leveled off and he could visibly see the airplane “shutter” or “shake” briefly and then observed the airplane losing airspeed. Wayne stated the airplane began a left turn as if the pilot was heading back to the runway; and as the turn continued the bank angle became steeper and steeper until the airplane “slid out of the sky on its left side” and impacted the ground with the left wing and nose simultaneously. When asked, Wayne could not recall if the flaps and landing gear were retracted and did not hear engine sound due to witnessing the accident from his vehicle. Wayne stated there were no signs of fire or indication that there was anything wrong with the aircraft until the impact.



RECORD OF CONVERSATION

Gregory Collins
Intern (Investigative)
Western Pacific Region

Date: August 24, 2015
Person Contacted: John Barringer
NTSB Accident Number: WPR15FA208

Narrative:

During a conversation with Barringer he stated that John Layton both flew with him for bi-annual flight review on June 24, 2014 and an instrument proficiency check on May 4, 2015. Barringer stated that he had flown a total 10 flights with John, which totaled about 12 or 13 flight hours. Barringer also stated that since flying with John in June of 2014 for his bi-annual flight review that John had flown at least 50 hours in the accident Mooney before receiving his instrument proficiency check in June 2015, stating that John was competent and cautious and exhibited better skills in handling the airplane since the bi-annual flight review. Barringer stated in his time flying with John that there were never issues with his ability to handle the airplane.