

Record of Conversation

Sunday, August 02, 2015
1:30 PM

Interview:	Justin Avalos
Phone:	██████████
Location:	On-scene

Narrative:

The following is a summary of conversation with Mr Justin Avalos, who is an employee with California Resources Corporation as a Production Technician.

Mr Avalos was working at the South Mountain Boost plan on Saturday (August 1). About 1400 he notice some unusual debris above the plant and went to investigate. When he got close he realized it was an airplane wreckage. He made the 911 call around 1430.

Mr Avalos said that he started work that day at 0700 at the company office on Lemon Rd in Santa Paula. He recalls at that time and at his location that the weather was foggy. The fog cleared between 0900 -1000.

Record of Conversation

Sunday, August 02, 2015
1:30 PM

Interview:	Pete Mason
Phone:	██████████
Location:	Telephone Conversation

Narrative:

The following is a summary of conversation with Mr Pete Mason who is an employee of the Santa Paula Airport.

Mr Mason stated that he watched the airplane takeoff on Saturday morning. Leading up to Saturday Mr Mason said that he had observed the airplane doing fast taxi runs the previous day or two.

Mr Mason said that the airport does not have weather recording equipment but he did observe the weather. It was about 300 foot overcast. He uses Goat Hill as a nearby reference, which he knows the peak is at 600 feet agl. The overcast cloud layer started about midway up Goat Hill, which he estimates is 300 feet agl. Below the overcast was clear visibility of 2 miles and the wind was calm.

Mr Mason observed the airplane takeoff on runway 22 and make a normal climb, turned crosswind and went into the clouds. It then came out of the clouds at an angle to the runway and turned onto a tight downwind. The landing gear was down. The airplane continued downwind departing to the NE along the river bed. Mr Mason thought it was unusual that the pilot would choose to depart with such a low ceiling and he noted the time as 0902. He also decided to turn on his VHF radio to monitor for ELT signal. No signal was heard.

Mr Mason also said that he had heard that the airplane's annual was due July 31 and the pilot was ferrying the airplane to California City to get the annual singed off by Mr Al Provo.

Record of Conversation

Monday, August 03, 2015
2:30 PM

Interview:	Janis & Todd Breeding
Phone:	██████████
Location:	Santa Paula Airport, Hangar 57

Narrative:

The following is a summary of conversation with Mrs Janis Breeding, the pilot's wife, and Mr Todd Breeding, the pilot's son.

Mr Breeding stated that his father was taking the airplane to California City to finish the annual inspection. His father was preparing to sell the airplane. He also was aware that his father was trying out a new fuel additive and had been working on that over the last few days.

Mrs Breeding said that the pilot logbooks would be in a briefcase that he took with him in the airplane. They were informed that a briefcase had not been found within the wreckage. Mr Breeding said that they will look for the logbooks.

Mrs Breeding stated that her husband would not have filed a flight plan, that he never filed a flight plan for local flights, and that he was not required to file a flight plan.

Both family members thought that it would have been likely that the pilot would have tried to get above the fog layer to continue the flight to California City.

Mr Breeding said his father was in good physical condition, did not complain of any physical ailments, and was not taking any medications