



RECORD OF COMMUNICATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: March 22, 2016
Person Contacted: Received via Mr. Scott Dunham (NTSB AS-30)
NTSB Accident Number: WPR16FA086

Narrative: The following information was provided in an email from Mr. Dunham on this date:

ATO Safety Report
Tuesday, March 22, 2016

Significant/Noteworthy Incidents/Activities

Accidents: 1 Reported

1 Fatal – N670EM/Light Sport – VFR – Monday, March 21, 2016 at 11:59 a.m. PDT: N670EM departed Runway 25 at the Hawthorne (HHR) Airport. N670EM was issued the current wind and ATIS information prior to takeoff by the HHR FCT. After climbing to an altitude of approximately 150 feet, N670EM started a tight right turn, and descended rapidly. N670EM crashed on a nearby road and caught fire. It was initially reported there was one person on board that was transported to the hospital with potentially life-threatening injuries. 911 dispatch later advised the sole occupant of the aircraft had succumbed to their injuries. There were no injuries reported on the ground.

A Services Rendered TELCON was conducted, and the event was color-coded “Green” with no AJI follow-up required. These were the main findings of the SRT:

- * N670EM called the Ground Control (GC) controller for taxi, and reported having the current ATIS.

- * N670EM was cleared for takeoff, but did not receive a wind check from the Local Control (LC) controller. The wind at the time of the event was variable at 4 knots.

- * The GC controller saw the aircraft turn right and descend, and activated the crash phone prior to N670EM impacting the ground. The facility reported that N670EM struck the airport fence just north of Taxiway N and came to rest on the north side of 120th Street.

- * Emergency services reached the crash site 5 minutes after the crash. The facility stated that a civilian water company was testing their system at the time of the accident. The water company immediately began using hoses to try and douse the flames prior to the emergency services arriving on the scene.

- * HHR FCT called an Alert 3 for the field. The crash site was approximately 1,000 feet north of the Runway 25 centerline, and outside of the airport property. HHR continued operations while the crash site was being attended to; however, no air traffic passed over the scene of the crash.