

Plagens Howard

From: [REDACTED]
Sent: Thursday, April 07, 2016 6:10 AM
To: Plagens Howard
Subject: FW: My observation of aircraft before it landed on freeway.

-----Original Message-----

From: [REDACTED]
Sent: Wednesday, April 06, 2016 7:50 PM
To: Nolting, Greg (FAA)
Subject: My observation of aircraft before it landed on freeway.

This is what I observed on Saturday morning April 2 2016. I was at the Palomar RC Flyers flying field in the airplane pit area. This is located at highway 15 and 76 Freeway. Northeast side. I 1st hear the plane and looked behind me toward 76. What I observed was a plane flying at what I would estimate at 75 feet or a little higher as it crossed our landing field at a very low power setting. I would say maybe at idle but sounded to be running smooth. The plane seemed to be somewhat paralleling 15 but over our field. It continued descending around the trees and toward the freeway. It was out of sight by now. Landing gear and flaps were up. He appeared to be at the perfect attitude and very under control to get the maximum glide distance. I would estimate the speed of the plane 60 to 75 mph. Even when the plane descended around the trees and out of my view appeared to be well under control.

Don White also private pilot [REDACTED] Escondido Ca. 92027 Sent from my iPad

Plagens Howard

From: [REDACTED]
Sent: Thursday, April 07, 2016 2:39 PM
To: Plagens Howard
Subject: FW: Witness Statement / Airplane Crash 04/02/2016
Attachments: Palomar RC Field.pdf

From: [REDACTED]
Sent: Thursday, April 07, 2016 2:35 PM
To: Nolting, Greg (FAA)
Cc: John Cutler; Parviz Kamiab
Subject: RE: Witness Statement / Airplane Crash 04/02/2016

Hi Greg,

here is my description of what I saw:

On Saturday morning, April 2, 2016 at approximately 9:15am I was repairing some boundary flags at the Fallbrook RC Flying field for the Palomar RC Flyers Club. The location we were working at is on a level area shown on the attached map. **Point A** is the place we were standing when we heard the airplane. This area is about 25 to 30 feet higher than I-15. I was working with John Cutler and Parviz Kamiab. We are Palomar RC Club members. John Cutler and Parviz Kamiab are both former private pilots. As we were repairing the flag at **Point A** on the map we were facing north. We heard an airplane engine behind us. We all turned and saw an airplane at a very low altitude approaching us from less than 100 yards. The airplane had its flaps up and landing gear up. The engine sounded as if it was at idle speed. The propeller was turning. As the airplane passed us we saw it approach some eucalyptus trees just north of where we were standing. These trees are marked as **TREES** on the attached map. It appeared the airplane would catch its right wingtip on one of the trees. Just before the airplane reached the eucalyptus tree the pilot lowered his right wing and missed the tree. The airplane continued to descend towards I-15 until we lost sight of him. We ran to the northeast to see if we could catch sight of the plane. We ran first to **Point B** and then to **Point C**. We never saw the plane again. We did not hear any impact sound from the aircraft striking the highway or any other vehicle. Several club members called 911 to report the airplane. After about 5 minutes the emergency vehicles could be heard approaching. We also noticed a CHP aircraft circling overhead.

John Cutler and Parviz Kamiab can be reached by email at the email addresses shown above.

Please let me know if you need any additional information.

Best Regards, Tom

Thomas J. Minegar
Voice [REDACTED]
Mobile [REDACTED]
Fax [REDACTED]
Minegar and Associates
[REDACTED]
Carlsbad, CA 92009

----- Original Message -----

Subject: Witness Statement

From: <[REDACTED]>

Date: Wed, April 06, 2016 3:51 pm

To: [REDACTED]>

Cc: [REDACTED]>

Mr. Minegar,

It is my understanding that you saw the aircraft that landed on Interstate 15 on April 2, 2016 as it approached the freeway. The FAA and NTSB are conducting parallel investigations into this accident and we would greatly appreciate receiving a statement from you regarding what you saw and heard at that time.

Regards,

Gregory C. Nolting
Principal Maintenance Inspector
San Diego Flight Standards District Office
Phone: [REDACTED]

Google Maps Pankey Rd, Fallbrook, CA 92028



Imagery ©2016 Google, Map data ©2016 Google 100 ft

Google Maps

From: Brown, Nick@CALFIRE [REDACTED]
Sent: Tuesday, July 19, 2016 4:41 PM
To: Nolting, Greg (FAA)
Subject: I-15 plane crash

Good afternoon Greg,

This email is a follow up to your request in providing an answer to your question about the plane crash in Fallbrook on Interstate 15.

In response to, "Was there any fuel that I could recall leaking from the plane?"

As the first arriving Chief Officer at one point during the Incident I walked over to the scene and saw a small spot of an unknown liquid coming from the fuselage area to the wing that expanded out about 5' x 5'.

Should you have any further questions please give me a call.

Regards,

Nick Brown
Battalion Chief
Deer Springs Fire Protection District
in cooperation with **CAL FIRE**

[REDACTED] (Office)

[REDACTED] (Fax)

From: Bastien, Richard [[mailto:](#)██████████]
Sent: Tuesday, July 19, 2016 4:33 PM
To: Nolting, Greg (FAA)
Subject: Plane accident I-15

Sir,

Per our conversation, you asked about if there was fuel on the ground and to my knowledge there was liquid enough to dampen the soil near the cockpit, however I couldn't tell if this was fuel or water from a Fire hose that was nearby. So my assessment is inconclusive if it was fuel or not.

Richard Bastien
NCFPD



RECORD OF CONVERSATION

Howard Plagens
Senior Air Safety Investigator
Western Pacific Region

Person Contacted: from CHP Mark Martini [REDACTED]
Date: 07-19-2016
Time: 1610
Subject: WPR16FA091; Lancair IV P; N438Y; Fallbrook, CA

Narrative:

Mr. Martini was driving northbound in lane one of I-15 at 70 mph. He saw a low flying airplane off to his right that was traveling slightly slower than he was. The airplane landed in the number three lane, slid to the right, and struck a car that was stopped on the right shoulder. He pulled over, and saw that the driver and front passenger of the car were already outside it. He then assisted others remove the rear passengers from the car. He cut the bottom seatbelt off the right rear passenger; someone else had already cut the top seatbelt.

When the airplane went over his truck, the engine was sputtering.

Once he got to the accident site, he did not smell or see anything that he could identify as leaking from the airplane. The airplane's engine was on the top of the back of the car; he did not smell aviation fuel. He did not see or smell anything to cause him concern for his safety.



RECORD OF CONVERSATION

Howard Plagens
Senior Air Safety Investigator
Western Pacific Region

Person Contacted: from CHP David Leyva [REDACTED]
Date: 08-10-2016
Time: 1500
Subject: WPR16FA091; Lancair IV P; N438Y; Fallbrook, CA

Narrative:

Mr. Leyva was a passenger with witness Ochoa, who was driving northbound in lane one of I-15. They were among the first on scene prior to the arrival of the fire department. They made their way to the scene, and assisted in extricating the male pilot out of the plane.

He noted a fuel smell, and a stream of liquid under the airplane that ran down the shoulder of the freeway. He estimated about 10 gallons were on the ground.