



All,

I just got off the phone with the Half Moon Bay (HAF) airport operations staff member, who was one of the first responders on the day of the accident; he's a local ATP and flight instructor. He mentioned that shortly after the time of the accident and while at the accident site, from between about 10 minutes to 45 minutes after the accident, he observed at least three airplanes on final approach in about the same area where the accident pilot experienced the upset. He stated that he watched each of the airplane on final to runway 12, and each was experiencing turbulent conditions. He said this is pretty standard for that approach, and is not sure why pilots don't carry more power and speed for a more stabilized approach under such conditions. He also said that none of these three airplanes was based at HAF, did not speak to any of the pilots, and that none refueled at the self-refueling station, since he had shut the refueling station down as a result of the accident. So in a nutshell, he has no names of these pilots. None were based locally at HAF. However, if he does subsequently come across them, he will forward their names and contact info to me.

There's nothing in the AFD that cautions pilots about possible turbulent conditions on final to runway 12 at HAF. I intend to follow up on this with the airport manager, who also manages the San Carlos, California airport, about adding a cautionary note to the AFT relative to this issue at HAF.

Not sure if I sent this to you or not, but I've attached a witness statement from a local pilot, who pretty well witnessed the whole thing.



