



RECORD OF COMMUNICATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: January 4, 2017

Person Contacted: Mr. Kellen Kirk (E79 resident, partial witness)

NTSB Accident Number: WPR17FA041

Note: Mr. Kirk had provided a written statement to the FAA shortly after the accident. This conversation was an NTSB follow up to that statement.

Narrative: The following is a summary of information that was provided in a conversation with Mr. Kirk on this date:

- Mr. Kirk holds a commercial pilot certificate and has about 500 to 600 hours of flight experience
- He is a resident of Sierra Sky Park (E79); his home is on the northeast side of the runway, near the 30 threshold
- He was outside at his home with his wife at the time of the event
- He visually observed the airplane takeoff roll (on runway 30) and the climbout
 - He did not recall the airplane's flap setting
- The climb angle and airplane pitch attitude appeared abnormally steep to him
- The engine sounded normal
- The climb angle did not diminish, and may have continued to increase; this caused concern for both the witness and his wife, who was also watching the airplane
- The right wing then "dipped" and the airplane entered a right bank combined with a right turn
- The nose concurrently pitched down and yawed right, and the ground track was now approximately perpendicular to the runway (towards the north-northeast)
- The right wing down roll, pitch attitude change, and turn did not appear to be intentional to the witness; he perceived it as an aerodynamic stall
- The witness estimated that the airplane was approximately above the departure end of the runway when the attitude and flight path changes began
- The engine continued to sound normal during the maneuver, and the witness reported that it seemed to increase power at that time
- He did not hear any popping or other unusual engine sounds
- The airplane began descending and disappeared behind the trees to the north
- The witness did not recall hearing engine sound once the airplane disappeared from view, but attributed this to the sound being blocked by the trees and topography (the river bluff)

- The witness then heard the sound of impact
- He and a neighbor then drove and ran to the impact site
- He estimated that he was on scene about 2 minutes after the accident, and that he did not observe any waves on the water due to the airplane's impact
- In a follow up email after the telephone conversation, when asked about the airplane behavior during the descent, the witness wrote "The aircraft began descending (nose pitching down) through the right turn and the attitude continued to change until I lost site."