



RECORD OF COMMUNICATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: January 4, 2017
Person Contacted: Mr. Jay Randall (E79 resident)
NTSB Accident Number: WPR17FA041

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

- Mr. Randall is a former Air Force pilot and current airline pilot
- He is a resident of Sierra Sky Park
- He and his son were in his car waiting at the stoplight at the intersection of Spruce/Blythe and Herndon
 - He was the driver
 - The car was on Spruce/Blythe, facing south
- He saw the airplane begin its takeoff roll
- He noticed that it became airborne very quickly and was impressed by the short distance
 - He estimated a 500 ft ground roll
- He called his son's attention to the airplane and advised him to watch it, and returned his attention to the stoplight
- A few seconds later, his son remarked that the father should again look at/watch the airplane
- Mr. Randall spotted the airplane in his side view mirror, and noticed that it had a nose-up attitude of about 25 degrees, and the pitch attitude was increasing
 - At that time, the airplane appeared to be about 1000 ft down the runway, and about 50 ft agl
- The airplane continued to climb but was slowing down
- When the airplane reached an altitude of about "5 to 6 airplane lengths" agl, it "ran out of airspeed"
- The "nose fell through" and about 1 second later the airplane started turning to the right, diverging from the runway track
- The airplane continued to roll right and began descending
- When it was about 15 to 20 ft agl the airplane disappeared behind the houses between the witness and the airplane
- He then saw the left wing "come up" above the house line but the airplane continued to roll right

- The witness was certain that the airplane would collide with homes to the north of the airport, but he did not hear any unusual noises, or see any smoke or fire or any other indications that the airplane had struck any houses
- Upon NTSB request, the witness agreed to provide a written statement and a sketch with additional details/recollections regarding airplane location, attitude and altitude