

Sirs, I was a witness to the crash at El Monte Airport on July 14th 2017 at approximately 9:45 PDT. I was standing by my airplane in the transient parking area and watched the crash airplane take off. I was talking to another pilot when we heard the plane taking off. We both looked as the plane lifted off and it passed by us at about midfield and at maybe 50 to 75 feet above the runway then the engine sputtered and quit. The pilot then continued straight ahead for another 1500 feet and then pitched up and began a steep left turn back toward the airport. The altitude at this time was maybe 200 feet. The plane's bank angle increased to near 90 degrees and the plane's nose dropped to nearly vertical and continued in that attitude until I lost sight as went behind a row of hangars that are about 20 feet high. The plane actually completed the turn back toward the airport but the pitch attitude remained in the extreme nose down attitude and it was obvious that the plane had stalled and was in the beginning of a spin. From my vantage point there appeared to be no post crash fire as no smoke or flames were visible.

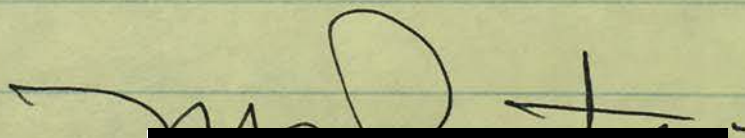
I am an Airline Transport Rated Pilot and a CFI, CFII, CFI Multi Engine Instructor with over 16,000 hours of flight time.

My name is Paul Buller and I can reached at [REDACTED] or by e-mail at [REDACTED]

7-14-2017

N186ES departed El Monte Airport.

I heard the engine sputter on take-off and loss of power. I waited inside my hangar for 3 to 4 seconds, no power was heard. I ran outside of my hangar, I saw the airplane at the end of runway 19 in steep climb at about 500 AGL nose up, then sudden drop off to the left, nosed straight down and aircraft crashed into pavement.


[REDACTED]
AIP [REDACTED]



RECORD OF EMAIL

Samantha Link
Aviation Accident Investigator
Western Pacific Region

Date: July 14, 2017
Person Contacted: Jay Trevino (witness)
NTSB Accident Number: WPR17FA152

Narrative:

Mr. Trevino submitted the following statement to the NTSB eyewitness report email account:

“...I was at standing outside of Aircraft Support Services, which is located abeam the air traffic control tower, while my mechanic, Mike Passwater, was beginning to examine an airplane I’m considering buying.

I saw the airplane taxi out from the tiedowns, and though I was not watching the plane’s entire takeoff roll, we heard a loud sputter and then noticed the plane climbing out on runway 19 only to make a steep left turn. It was clear the pilot had an emergency was trying to return to the runway. It appeared the plane had lost power and stalled during the steep turn. I did not see the actual impact as my sightline was blocked by hangars.

While other eyewitness may have had better vantage points to witness the accident, the reason I’m forwarding my observation is because I saw the pilot arrive at the airport a few minutes before the accident. He was driving a red, late-model Porsche and he passed in front of the location where I was standing. It is a beautiful car and was hard not to notice. But what struck me was that, in what seemed like a real short period of time, the airplane was already taxiing for takeoff. After the accident, my mechanic raced down the field with a fire extinguisher. While waiting for him to return, I walked toward the parked Porsche, which was parked adjacent to the plane’s tiedown, because I noticed something laying on the ground on the right side of the car. I did not walk all the way to the car after I finally guessed that it was a cockpit cover/tarp that the pilot had left there on the ground next to the Porsche. Again, what struck me as important about my observation is the short amount of time that elapsed between when the Porsche drove onto the field and when the plane was taxiing to the runway...”

END.

Submitted by: Samantha Link

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