



RECORD OF CONVERSATION

All persons listed were interviewed by Zoë Keliher

The following is a summary of conversation:

LAURA RICH - SPOUSE

Did maneuvers when come in high would slip in. His license to fly 29 years ago and wanted to build this build this plane. He did aerobatic training to know how to come out of dives. Recently he went to work for Airbus and would be in Toulouse France. He was over there working. Starting to talk to people about replacing the prop. Jobs: DARPA- military communications, google, airbus (redesigning communications for their planes. Very calm and brilliant. A quirk with the airplane is that the pilot struggled to start engine when warm. Very healthy and not on medication.

WITNESSES

Brandon Parker

Located about 1 mile south of the accident, on back porch, heard sound of the prop winding up and down (like an aerobatic maneuver spinning or rolling, similar like a snap roll type), looked up, saw the airplane (top side of it) was facing straight down, appeared to be possibly trying to pitch up, and descended out of line of site, followed by a plum of smoke.

Eileen Burger

Located opposite side of the canyon, on the way back, stopped along the bottom by the creek, sitting down under tree, heard a/c above, noticed it was low, heard it power up, her husband who was standing up, turned and saw it in a steep bank, and descend into the opposite canyon wall. When she stood up, saw flames / smoke after the impact.

Steve Matson

Located opposite side of the canyon, on the way back, stopped along the bottom by the creek, with his wife (Eileen), been airplanes approaching all day from the south, assumed it was another approach, noticed he was lower than most other airplanes, banked steeply left, thought it may have been an aerobatic maneuver, wings were perpendicular to the ground, kept turning left, dove straight down into a steep canyon wall. Estimated the airplane wasn't more a few hundred feet above the canyon rim.

Alex Luke

Mr. Luke had just took off when the accident pilot was coming into the pattern, had him in sight, lost track of him, then saw the fire. NO mayday or distress calls, only thing he heard was the tower transmit the N number if they were ok and heard someone say they were "ok". May have been someone confused regarding the transmission. Overflew the accident site, saw flames.

Patty Halstead

I have included a screen shot of the Madras Airport and Golf Course.

The Group I was with were just pulling up to the 9th hole. (I have marked the approx location of that with a yellow dot.)

Zoë Keliher
Air Safety Investigator
Western Pacific Region

I also have forwarded your text to another person that was in our group, He was the first one to actually notice the planes engine sounding off.

There had been planes landing all morning , and we had watched all of them making their approach to the runway as we were on the golf course. We were driving the golf carts up to the 9th hole when we heard the plane that crashed. The plane was heading North when I looked up and saw the plane making its approach to the runway of the Madras Airport, When all of a sudden the plane began to pull up . It continued to pull up as if it were going to make one of those loop de loops tricks that planes make when they are in an airshow. I remember saying out loud. "No, don't do that, you don't have room you are too low to do that". the plane continued on its upward path and made the loop. I remember seeing the underside of the plane as it made the downward part of the loop. I thought at the time that the wings looked long, at least longer than the other planes that had landed at the airport that day. Then he went down behind a tree line. There was a few seconds from the time I lost sight of the plane that I had time to think. "OK, No explosion or smoke. He pulled it up." but then I saw the smoke plum to the south of our location . I didn't hear the explosion . Later I found out the plane had crashed into the gorge south of the golf course which is probably why I didn't hear it. The gorge probably channeled the sound away from us.

After a few seconds of shock I tried to call 911. I had to dial 911 several times before I could get through. I was told that they had received the call already and If I was not on scene to hang up they had more calls coming in.



Griffin Deitz

While the events were still fresh in my mind, I wanted to write down what I saw happen, re: the plane crash that took place on 8-19-17 around 13:52. I also hope that in sending you a copy now, it might save your deputies's time and the FAA's time contacting me. If contact is necessary, please keep in mind that I'm moving from Madras, to my folks place at [REDACTED] on September 1st, and on September 9th I'm shipping out to Quantico, VA for the Marine Corps Officer Candidate School. I will likely not have cell service or email access again until sometime in early October, and my ability to participate in either an in person or over the phone interview will be severely limited until after Thanksgiving of 2018. Below is my memory of what happened:

William and I planned on going rock climbing in the Willow Creek Canyon this weekend and we made it to the canyon around 820-830. We proceeded to climb multiple different routes until we finally started climbing on/around the big rock face that faces the sight of the plane crash. It was very hot in the canyon, and by the time that the plane crashed, the rocks were so hot that it was painful to touch them for too long.

All day long, I'd heard planes flying overhead, and by noon I stopped paying attention to them. Then, around 13:50, maybe 13:51, William and I had stopped climbing and were off the rock, picking up our stuff and getting ready to go back to Madras, when William pointed out the plane to me (I don't remember what he said, whether he said it was going to crash, was really low, or what).

The plane looked like a small plane, like a Cessna. I didn't get a great look at the plane itself and I only really saw it in detail right before it crashed. When I saw the plane it was headed north, from the south.

When the plane was over the canyon (at this point it looked like it was in the canyon itself), the pilot turned the plane to the west, and banked very hard. The plane's wings appeared to be perpendicular to the ground. The plane then rolled and went upside down (the belly of the plane was pointed towards the sky), and at this point the plane appeared to be pointed in a south/southwestern direction. The pilot then brought the nose of the plane down, and I heard the engine noise rev up. The plane was entering a dive, and the pilot appeared to be trying to pull the plane out of that dive. The pilot was not able to pull out of the dive in time. I saw the plane disappear behind some rocks that blocked by view of the south side of the canyon, and then saw a massive fireball. The fireball appeared to be directed towards the west, though that could have just been due to the rocks blocking my view of the plane when it impacted the ground. I then immediately scrambled up to my backpack, and called 911. Around 1430, we were contacted by JCSO Undersheriff Marc Heckathorn, and the gist of what I saw was conveyed to him at that time.

Sincerely,
Griffin J. Deitz

DANIEL DIERICKX – AEGIS CONTROL TOWER

According to the controller working at the tower at the time of the accident, the pilot checked in at COVE and was instructed to report his position when he was over RESORT. Several minutes later, after other traffic departed, the controller modified the pilot's instructions and told him to proceed to a 3-mile final to runway 34. After a few minutes, the controller requested that the pilot report his position to which he responded that he was on a 3-mile left base to runway 34. The controller cleared him to land and observed a plume of smoke shortly thereafter

To whom it may concern,

Here is the basic info that I know of so far cut and past from my log...

1600 TOWER OPEN WCLC.

2053: (E) N246TM, HXB, CRASHED 1 MILE SW. CRASH15 ACTIVATED AND RESPONDED. ROC NOTIFIED. 911 CALLED.

2123: CONTROLLER STATEMENT. N246TM(EXPERIMENTAL) CHECKED IN AROUND COVE INBOUND. I INSTRUCTED N6TM REPORT RESORT.

A MINUTE OR TWO LATER, N4353P(C-172) CHECKED ABOUT 20 MILES WEST AND I INSTRUCTED N53P TO REPORT RESORT.

JUMP 3, CALLED READY FOR DEPARTURE RUNWAY 22. I CLEARED JUMP 3 FOR TAKEOFF. AFTER I CLEARED JUMP 3 FOR TAKEOFF,

I INSTRUCTED N6TM TO PROCEED TO A 3 MILE FINAL RUNWAY 34. I ALSO INSTRUCTED N5SP TO PROCEED TO A 3 MILE FINAL RUNWAY 34 TO FOLLOW THE EXPERMENTIAL. SEVERAL MINUTES WENT BY, I ASKED N6KM THEIR POSITION, THEY REPORT ABOUT 3 MILES LEFT BASE RUNWAY 34. I TOLD N6KM, NOT IN SIGHT AND CLEARED THEM TO LAND RUNWAY 34.

I WAS SCANNING MY RUNWAY AND AIRDROME FOR HAZARDS AND DID NOT SEE ANY. ABOUT THAT TIME I NOTICE A LARGE BLACK CLOUD OF SMOKE RISING FROM THE GROUND SOUTH OF RUNWAY 34.

I ATTEMPTED TO CONTACT N6KM ON THE RADIO WITH NO RESPONSE. THE AWOS WEATHER AROUND THE TIME OF THE SITUATION WAS 2108Z WIND WAS MISSING SKY COUNDITION CLEAR BELOW 120

TEMP 24 DEW POINT 05 ALTIMETER 3014. TO THE BEST OF MY KNOWLEDGE, THIS INFORMTION IS TRUE AND ACCURATE. RYAN "MO" MORO.

--Mo had been working position for 1+08 when the crash happened. Before that he had an hour lunch break.

--MO has been a controller certified for 20 years, he is a DOD controller at Klamath Falls Oregon with 7 control towers under his belt.