

From: [Andrew Silver](#)
To: [Cornejo Tealeye](#)
Subject: Re: N3525T Incident at KSEE
Date: Thursday, February 15, 2018 8:01:27 PM

Hi, I'm so sorry but i get so busy during the day things just get away from me. I thought what I would do is write to you my experience and if you have any follow up questions you can call me. [REDACTED]

On Feb 6 at 0653 I was driving on North Marshall avenue facing west. I noticed a plane flying very low (about 30 feet AGL) and very slow heading to 09L at KSEE. I was just east of the trolley tracks facing west, it was foggy, visibility probably 1 mile +/- . When I saw the plane, I knew there was something wrong and I grabbed my cell phone to make a video. Before I could turn the phone on, I noticed that the nose of the plane started to rise, as if power was added, then in a very short period of time, the nose went straight up. The plane climbed as though it was under full power, maybe 50 feet or so. Then, it stalled, hammer headed off the left wing and was pointing straight at the ground until it came to it's final resting space. I only saw the last few seconds of that flight. I couldn't hear the engine but I assumed it had power by the way it climbed. I looked at my phone and it was 0654 when the plane came to rest.

Anyway, that's really all I think I can contribute. If you think there is more, please feel free to call me. I'll be flying in the morning and should be back by 1100.

Cheers,
Andy

On Mon, Feb 12, 2018 at 1:53 PM, Cornejo Tealeye <[C \[REDACTED\]](#)> wrote:

Good Afternoon Andy

If you have the time, it would be great to speak with you. Should you have the time. I am wading through items from last week, would you be available tomorrow? If so, what time would be convenient for you. I do have a meeting from 0930-1030, but I am free after that. My contact information is below, or I can call you at a designated time.

Thank you for reaching out to me, I really appreciate it.

Respectfully,

Tealeye

Airplane Incident on 2/6/18

I'm not exactly sure of the time but I think it was a little before 7:00 am. While working in our storage yard here at Tower Glass I heard an airplane above my head. I could tell it was very close because of the sound. I looked up and approximately 100' up I saw the plane. It was coming right at me with the nose down and the pilot side wing down. My first thought was to run directly underneath it as he was coming toward me at an angle of approximately 60 to 70 degrees. I then noticed he seemed to start moving to my left, so I just ran a few steps to my right when it became apparent he wasn't going to hit me. I watched him hit nose first with the pilot side wing still tilted down about 40' away. I ran towards the plane then turned to yell to someone to call 911. I turned back and started running to the plane when I could see and smell the fuel. It had already formed a puddle around the plane. I then started trying to keep people from the area as I was concerned about fire or an explosion with the fuel puddle and fumes. A few of us started yelling to the plane to see if anyone could hear us or if we could see anyone moving. Unfortunately, no one responded.

Eric Ludwig



Cornejo Tealeye

From: Jason Carroll [REDACTED] >
Sent: Monday, February 12, 2018 4:27 PM
To: [REDACTED]
Cc: [REDACTED] Cornejo Tealeye
Subject: Re: FAA Contact

Chris,

I am a private pilot with roughly 200 hours and am currently working with a CFI for my instrument rating. On 2/6/18, my CFI and I agreed to arrange a departure time of 7:00am. Based off the forecast, we purposely choose an earlier start time so I could log and receive actual IMC training. I arrived at KSEE at 6:15am and proceeded to the Piper Archer (N5676V) parked at space 23 near the self serve fuel station at the base of the tower. Shortly after arriving, as I was going through my pre flight, I happened to be standing on the wing when I heard an aircraft start up. I noticed that it was a Cessna at the east transient ramp. I paid special attention to the aircraft as I was curious given the time and weather. First it was obviously Low IFR conditions as the METAR reported. Second was the time of the start up it was clear to me that the tower was not likely to be open at the time of departure. Lastly, I wanted to get a visual reference when the aircraft entered IMC conditions. I cannot recall whether or not I heard the Cessna perform a run up. I did however, observe the take off. The Cessna took off from 27R and was well airborne before the intersecting runway 17/35. I specifically noticed that the aircraft seemed to be pitched at a higher climb rate than usual. Similar to a Vx climb. The engine sounded completely normal while climbing out. I would estimate the Cessna entered the fog bank at roughly 500ft AGL. After the aircraft disappeared from my sight I proceeded to continue my pre flight. A few moments later I heard a sudden and somewhat drastic increase in an aircraft's RPMs coming from the end of 27R. I would compare the sound to an airplane making a diving low pass at an airshow. The increased engine noise only lasted for a moment and afterwards I never heard the aircraft again. I did not hear the aircraft impact the ground nor could I see it descending from my vantage point.

I certainly hope this helps. Please feel free to contact me if you have any more questions.

Best,

Jason Carroll

On Feb 9, 2018, at 3:41 PM, [REDACTED] wrote:

Hello Mr. Carroll,

As we discussed, would you please provide a written statement as to what you witnessed pertaining to the aircraft accident on February 6.

Sincerely,

Chris Thomas
Aviation Safety Inspector
Federal Aviation Administration
[REDACTED]

Cornejo Tealeye

From: [REDACTED]
Sent: Tuesday, February 13, 2018 12:48 PM
To: Cornejo Tealeye
Subject: FW: FAA San Diego

FYI...

From: Joel Jessop [REDACTED]
Sent: Tuesday, February 13, 2018 12:46 PM
To: Thomas, Christopher (FAA) [REDACTED]
Subject: Re: FAA San Diego

Chris, I looked through our fuel logs and cannot find any record of us refueling John Longhurst since August of 2017. If he did fuel with us after that time it would have been at our self-serve fuel pump. I don't have those records or receipts readily available, and I am not even sure that I can produce them.

As for the statement you requested:

I did see John Longhurst depart 6S5 in N3525T on Dec 11, 2017. I saw him taxi past our FBO with his wife around 10 am. He did his run up at the arrival end of runway 16, and proceeded to taxi out and depart in zero zero weather conditions. I saw him lift off and disappear into the fog around midfield heading south.

Please let me know if there is anything else I can help you with.

Joel Jessop
Line Manager
Choice Aviation 6S5
[REDACTED]

On Tue, Feb 13, 2018 at 12:46 PM, <[REDACTED]> wrote:

Hello Mr. Jessop,

It was nice speaking with you today. As we discussed, I would like to request copies of any fuel receipts/records pertaining to N3525T and/or Mr. Longhurst on or about December 11, 2017. Please take a look at least a week or so back from that date as well.

Also, I would like to request a statement from you as you witnessed his departure on December 11, 2017. At a minimum, please be sure to include the following:

- Date/time
- Location
- N-number/pilot name
- Weather
- Direction of flight

Thank you in advance for your assistance.

Sincerely,

Chris Thomas

Aviation Safety Inspector

Federal Aviation Administration



RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 3:00 PM	DATE 02/09/2018
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Chris Longhurst [REDACTED]			
SUBJECT			
Son of accident pilot N3525T			
DIGEST			
Mr. Longhurst had left a voicemail for Inspector Oded Moore. Inspector Moore and I called			
Mr. Longhurst together. After expressing our condolences for the family, we asked Mr.			
Longhurst several questions pertaining to the Mr. accident flight on February 6, 2018.			
Mr. Longhurst stated that his parents owned homes in Corona Del Mar, CA and Hamilton, MT.			
He said that they flew themselves to San Diego in order to visit him and his family. (Chris			
Longhurst lives in San Diego). He stated that the only time the aircraft flew in San Diego			
was a local flight on December 17, 2017 in which his father flew Chris and his children. He			
stated that they 'topped-off' the airplane at the self-serve island at SEE before parking			
the airplane after the flight on December 17, 2017. He said he has pictures of it.			
Mr. Longhurst stated that the night before the accident, he had dinner with his parents and			
helped them load baggage into the aircraft. The parents stayed at a Best Western in Santee			
that night as they wanted to get an early start the next morning. (cont.)			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
Further investigation.			
DATE 02/09/2018	TITLE ASI, Christopher Thomas	SIGNATURE	

Mr. Longhurst stated that his father rented a hangar in Hamilton, MT and that this was the destination for the accident flight. He stated that his father was dling the planning the night before for several hours and had intended to stop in Elko, NV for fuel.

Mr. Longhurst provided contact information for a Mr. Cliff Walters in Montana, a CFI who knew his father and helped arrange for the purchase of the airplane.

Cliff: [REDACTED]

(END)

Hello Mr. Thomas,

This is my statement as to what I witnessed at approximately 7am on Tuesday 2-6-2018.

I was at work, sitting at my desk when I heard a plane go over our building. It was louder than normal. I jokingly said out loud "Pull up, pull up." Normally the planes continue on and the sound goes away. I noticed that the sound was not going away so I stepped outside to the parking lot. As I looked up, the plane came into view. It was about 100-200 yards north/west of me and about 100-150ft in the air. It was traveling south. I could hear the motor but the plane appeared to be unstable, tilting left and right while the nose was pointed upward. As it traveled south, it went out of view over our building for 1-2 seconds. I stepped back a few steps and it reappeared almost directly over our building and traveling east toward the airport. It was clearly unstable in the way previously described. I started running east toward our yard. I made it about 20-25 ft. when the plane banked left and dove nose first into the ground in our material yard. I ran up to our office door and yelled for a co-worker to call 911. I then ran to the plane along with Eric Ludwig who was already in the yard. We got to within about 25ft. of the plane and stopped due to the smell of fumes. We yelled multiple times for anyone in the plane to respond. We heard nothing and stepped away.

People and cars immediately started coming on to the property so I fell into clearing the scene so 1st responders could gain access.

Sincerely,

Tracy Bateman

A black rectangular redaction box covering the signature of Tracy Bateman. There are some faint, illegible handwritten marks above the box.

2/9/18

To whom it may concern,
I reside at [REDACTED] Santee, Ca.
Paseo Dr. proceeds south from Prospect ave. approximately
1/10 th. of a mile east of Cuyamaca ave.
This property is adjacent to a lumber storage yard that is itself adjacent to Gillespie field.

The front of my house has a west facing covered porch.
As you can imagine I can clearly hear the sound of planes taking off from Gillespie field.

On Sunday morning December 17th. 2017 I was aware of a plane overhead.
Suddenly the engine quit. No sputtering or coughing....just silence.
A few seconds later the plane cleared my roof line and entered my field of view.
I then watched it turn south and disappear behind the building
located at the southwest corner of Cuyamaca and Weld.
Observing a column of smoke I called 911, possibly from my cell phone. # listed below.

On Tuesday morning 2/6/18 at about 7am. I was again on my porch.
Again I could hear a plane taking off, and again there was no warning.
Just the sound of an engine then...silence.
I stood and attempted to see the plane but it was a foggy morning and I could not.
Therefor I can give you no estimate of the height off the ground of the plane,
but I can state unequivocally that this plane lost power near the border of Gillespie field.

I included the account of 12/17/17 because of the similarity of the events.

I hope this account helps in your investigation.

Sincerely,

[REDACTED]
Willard J. Christy

Land line: [REDACTED]

Cell: [REDACTED]