

Cawthra Joshua

From: Neal Schleimer [REDACTED]
Sent: Sunday, April 1, 2018 11:53 AM
To: Cawthra Joshua
Cc: [REDACTED]
Subject: Santa Paula Incident Witness Statement

Josh,

My observation:

I stepped out of the CP Aviation office at Santa Paula airport and onto the acft ramp at approximately 1415 on 03-31 and looking out toward the approach end of runway 22 saw a low wing airplane in a tight turning descent (spin). Initial sighting started at approximately 400-500 feet AGL and continued until aircraft disappeared below a tree line.

Uncertain, but think turning descent was to the left and position of aircraft was closer than typical DW to base turn point. I am unaware of whether there was engine sound from the aircraft.

Neal Schleimer
Private Pilot, SEL
[REDACTED]

From: Chuck Goetter

Sent: Monday, April 2, 2018 3:41:50 PM (UTC+00:00) Monrovia, Reykjavik

To: Witness

Subject: 31 March 2018 in Santa Paula CA

W. C. "Chuck" Goetter

• Thousand Oaks • California 91362

2 April 2018

Subject: 31 March 2018 Plane Accident in Santa Paula, CA

Dear Sirs,

On the day of the subject plane accident I was flying in the pattern at KSZP and, along with

my flight instructor Aravni Khachikians, witnessed the incident.

There were three aircraft in the downwind leg for runway 22, the RV-6A that crashed, a small Piper or other tricycle airplane and us in a 182RG all between 700 and 800 feet.

The

airplane directly in front of us was slightly to the left of our path and afforded us a clear view of the incident.

The RV-6A pitched nose up like in the top of a hammer head stall, yawed to the right then rolled so that the left wing tip edge was toward us. The plane stayed in that attitude until it impacted the ground. Immediately there was a white puff of what looked like dust and then black smoke. We passed to the north of the impact site and could not identify a crash site, turned base and landed on runway 22.

If there are further questions or additional information required, please contact me at your convenience.

Sincerely,
WCG

From: David Kahn

Sent: Sunday, April 1, 2018 4:12:50 AM (UTC+00:00) Monrovia, Reykjavik

To: Witness

Cc: Mike Konle; Mike

Subject: Aircraft accident, Santa Paula, CA 3/31/2018

There was an accident at Santa Paula Airport today around 2 pm and I was a witness.

We had just landed at Santa Paula and were taxiing back to the fuel pit from landing on runway 22. We saw an RV aircraft do what appeared to be an aileron roll on short final, then made a few S turns, then proceeded to overfly the runway and make a very low 360* turn over the airport and to the downwind side (South) then proceed toward the West.

I was fuelling my plane so I didn't watch it after that but then a couple of minutes later we saw a plume of smoke coming up from an area just to the South East of the airport.

So the plane must have done a 180* when we weren't looking to end up there.

Very sad situation.

My phone number is [REDACTED]

David Kahn

Cawthra Joshua

From: Bryan Hudson [REDACTED]
Sent: Friday, April 6, 2018 7:26 PM
To: Cawthra Joshua
Subject: Reply to our phone conversation

Josh,

Here is my account of the incident at KSZP on 3-31-2018.

My position was about a half mile southwest of departure end of runway 22 on left downwind at pattern altitude. I was in the right seat flying with a primary student in the left seat. After looking for crosswind traffic I looked forward to check downwind traffic. I saw the RV wing up in a left bank near the "hilltop" (the prominent obstruction near location of typical downwind to base turns). Bank angle was steeper than typical, I estimate between 45 and 60 degrees. The fuselage was pointing northwest lined up with base leg. To my line of sight the aircraft position was just at or slightly above the "hilltop". At that moment I expected to see the RV's wings roll level to fly base leg but instead saw it continue in steep left turn to a southwesterly heading nearly opposite direction the to the downwind leg. Roll out to wings level was prompt and pitch attitude I estimate was about 20-30 degrees nose low. It flew nearly straight ahead while pitching up to about 5-10 degrees nose low. At that moment pitch, bank and yaw were approximately stabilized, no large rates noticed. Altitude was very low, about half as high as the "hilltop" to my line of sight. Time from visually acquiring the RV to this point was about 4 seconds. I looked left for just a moment to again check crosswind traffic and runway. When I looked back I saw the RV's wings rock quickly side to side at least twice, at a rate of a second or less from one bank to the next. Behavior typical of fighting for control in a stall. Then with wings banked at about 45 degrees the fuselage rotated down steeply and it went into the ground. I did not see the impact, trees in that area. I and my student continued normal pattern to landing. I did not notice any wreckage when we passed overhead.

My reactions. The initial turnaround was surprising. Downwind to base stall and incipient spin crossed my mind at that moment but the following straight dive and pull up struck me as being controlled flight. When I glanced away and glanced back I expected to see controlled flight but saw the rocking wings instead. At this point I became greatly alarmed! I recall great disbelief at what I was seeing, then terrible feeling of confirmation when the nose dropped and it went down. After landing I thought perhaps secondary stall during pull up from the dive. After thinking about it longer the segment of straight flight did not seem to match entering a secondary stall during the pull up. The flight path appeared to stabilize momentarily with little or no further pitch rate. I think this is why I was not so alarmed at that moment. A second scenario that occurred to me later is power loss on downwind, quick turn back towards airport, dive to maintain speed, successful pull up to power off glide, but not in position to get passed the 12th Street bridge or land in the riverbed before the bridge, stall from trying to stretch the glide.

Bryan Hudson
[REDACTED]

Cawthra Joshua

From: Aravni Sophia Khachikians [REDACTED]
Sent: Monday, April 2, 2018 9:12 PM
To: Cawthra Joshua
Subject: Santa Paula March 31 2018

Hello Josh,

This is an account of what I recall from the events on Saturday March 31st 2018 flying in Santa Paula. I was flying in a Cessna 182.

We (my student and I) were holding short of runway 22 at KSZP, we checked downwind, base, and final before taxiing onto the runway for take off. There were no aircraft on midfield downwind, base or final. There was one aircraft (I do not remember type or tail number), turning from crosswind to downwind. As we were climbing on our upwind. A Cessna 150 called in they were going to enter the traffic pattern on an extended downwind (a standard entry for KSZP runway 22). There was an aircraft behind us, a RV, that exchanged radio communication with the Cessna 150 coordinating who was going to go ahead of whom. The Cessna 150 said the RV could go ahead, and they would follow in. As we were still on the upwind, we extended and followed the Cessna 150, turning an extended crosswind, and entering a now extended downwind. As we were about to cross the golfcourse next to the KSZP airport on our downwind, I saw the wings of an airplane rotating in which what looked like a spin descending down from about TPA ahead of us. I took my eyes off the airplane in the spinning downward motion, to verify I still had the Cessna 150 directly ahead of us in the pattern still in my scan. They were a little to the left of our flight path. I then again looked at the airplane that was spinning and saw it disappear into the ground, there was some vegetation where it impacted. We continued our downwind, and flew to the left of where the airplane impacted, I briefly looked down, outside of our right window but could not see anything pertaining to the airplane that had just fallen there. We turned an extended base, and final. As we were on final I could see black smoke rising from the site where the aircraft had gone down. We continued on our final, and landed on runway 22 at KSZP.

Between when I noticed the spinning wings of the airplane to when the airplane disappeared into the ground/vegetation, someone keyed the mic on the CTAF frequency. I heard no voice transmission, it lasted at most 1-3 seconds.

-Aravni Khachikians



RECORD OF CONVERSATION

Joshua D. Cawthra
Senior Aviation Accident Investigator
Western Pacific Region

Date: April 4, 2018
Person Contacted: Andy Berry
NTSB Accident Number: WPR18FA116

Narrative:

Mr. Berry reported that while driving east bound on State Route 126, near the Palm Avenue exit, he observed several airplanes near Santa Paula Airport. Mr. Berry stated that he noticed one airplane's wings went perpendicular to the ground, and "wind milled" in a quick motion, while descending on an easterly direction until he lost sight of the airplane. Mr. Berry reported that he was not a pilot, however, familiar with airplanes.



RECORD OF CONVERSATION

Joshua D. Cawthra
Senior Aviation Accident Investigator
Western Pacific Region

Date: April 2, 2018
Person Contacted: Mark King
NTSB Accident Number: WPR18FA116

Narrative:

Mr. King reported that he was in the airport traffic pattern conducting multiple circuits. He stated that it was extremely busy, and while on downwind, he heard a radio transmission "RV will enter mid field, overhead downwind for runway 22." Mr. King stated he never saw the airplane. Sometime later, he heard "RV going around" however, never saw the airplane. Mr. King stated that he landed and as he taxied off the runway, heard a transmission in the blind with a "gasp."