

Cawthra Joshua

From: Sean OBrien <[REDACTED]>
Sent: Sunday, May 27, 2018 8:11 PM
To: Cawthra Joshua
Subject: RV 6 Crash at Petaluma Airport

It was a Beautiful Sunday afternoon at the Petaluma Airport. Friends were just out for a fun day of flying. The RV 6 took off runway 29 climbing out on departure altitude 800 feet. One large backfire from the engine. And a drop in engine RPMs The Pilot leveled off his airplane and a few more smaller backfire sounds from the engine. Over the clubhouse at Rooster run golf course he Decided to turn back to the runway probably to make it down wind landing. As he banked in to the turn his right wing went in to full stall and the RV6 started to spin in to the ground. The pilot almost recovered from the spin as he hit the golf Corse fence and plowed his RV 6 in to the road on East Washington St. The Engine sheared off at the firewall and the rest of the aircraft slid across the street.

2 dead on impact, A few cars stoped to help but their was no pulse on the pilot or his passenger. The police and fire crews took over. No fire at the crash sight.

The RV 6 is a kit aircraft this one was built in 1996 with a Lycoming engine O&VO-360 SER
Sean O'Brien

[Sent from Yahoo Mail for iPhone](#)

Little Thomas

From: Sean OBrien <[REDACTED]>
Sent: Thursday, September 12, 2019 1:33 PM
To: Little Thomas
Subject: Re: Requesting clarification of your statement: NTSB accident #WPR18FA150 Petaluma RV-6 2-fatal accident - Petaluma, CA May 17, 2018

Mr. Little

I was standing near the fuel pump's in the Aircraft transient parking area.

The RV-6 had arrived with other aircraft

Later that evening around 4:30 the RV-6 taxied to the run up area for runway 29

He seem to be there a while checking his aircraft out. I heard an engine go from low RPMs up and down several times. When he took the runway and was climbing out fast at a high angle of attack at mid runway I herd a loud pop or backfire from his engine I looked at his aircraft he was at approximately 500ft at that point he continued to climb out to the end of the runway then I could here a series of smaller back fires as his engine was quitting he was approximately 750 to 800 ft at that point. He started a banked turn the first 90 degrees of his turn looked normal then he increased his bank angle a lot the aircraft had completed 180 degrees of turning when he went in to a full stall spinning seven full revolving to the ground. He had just stoped the spin before impacting with the ground behind the golf course fence his aircraft bounced going through the fence and the engine landed in the middle of the road the remaining part of the aircraft landed on the other side of the road.

Sean

Sent from my iPhone

On Sep 12, 2019, at 9:26 AM, Little Thomas [REDACTED] wrote:

<image003.jpg>

**RE: WPR18FA150
N4269Y
Van RV-6
Petaluma, California
May 17, 2018**

Request statement clarification

Little Thomas

From: Cawthra Joshua
Sent: Monday, May 28, 2018 8:19 PM
To: Little Thomas
Subject: Fwd: May 27 plane crash Petaluma, CA

Joshua Cawthra
Senior Aviation Accident Investigator
National Transportation Safety Board
[REDACTED]
Federal Way, WA 98003

Office: [REDACTED]
Virtual Fax: [REDACTED]
Web: <http://www.nts.gov>

From: Kelly Kramer <[REDACTED]>
Sent: Monday, May 28, 2018 6:17:26 PM
To: Cawthra Joshua
Subject: May 27 plane crash Petaluma, CA

Sent from my iPhone

Joshua, as per my statement, following conversation with Cory (Petaluma PD).

Joshua, approximately 4:00 PM today, I was at Rooster Run Golf Course on the practice range. I was hitting golf balls when I heard the sound of a single engine airplane approaching. I stopped hitting balls when I heard the irregular sound of this airplane's engine, I looked up, directly overhead, saw the Van's RV6 single engine lower wing aircraft. Engine sputtered, a loud pop (backfire), silence, another pop, engine went silent again. My first response was pilot throttle on / off procedure. I realized this plane did not have speed or altitude to attempt this.

I quickly realized this was either fuel starvation or engine failure. After second pop/silence, pilot attempted a right 180 degree turn. Nose of the plane pitched upward a little, banked into the turn, lost more speed. I commented to another golfer "This plane is going down!"

I dropped my club, and ran knowing the aircraft may not reach Washington Street, certainly not the airport. As I reached Washington I could see debris on the roadway. As I got closer, I saw the engine in the street, the fuselage on the shoulder. When I reached the plane (I was one of three or four people), someone asked where the pilot was. I responded and said he is in the cockpit with a passenger. Another person in front of the fuselage waved me and another man off, told us there was no pulse on pilot or passenger.

I looked again, and both bodies were motionless. At this time no law enforcement, EMT had arrived. Officer Cory (Petaluma PD) arrived, asked if I had seen anything to wait and she would talk to me. I waited, spoke to Cory giving her my account of what I observed. Cory called me later that evening and requested I give the account of the plane crash to Joshua.

Kelly Kramer

[REDACTED] [REDACTED]

Petaluma, CA 94954

[REDACTED] H)

[REDACTED] (C)