



MEMORANDUM FOR RECORD

Fabian Salazar
Air Safety Investigator
National Transportation Safety Board
Office of Aviation Safety – Western Pacific Region

NTSB Accident Number: WPR18FA244
Aircraft Registration & Make/Model: N7990F, Cessna 150
Accident Location: Redding, California
Accident Date: August 29, 2018

Note: The following interviews were documented by the Investigator –In-Charge (IIC), Fabian Salazar.

Interview #1 Summary

Holly Brook
Witness, Line Services

Interview date and time: August 30, 2018; 0900 PDT

Ms. Brooke was completing refueling a California Highway Patrol helicopter when she saw the accident airplane climbing at a steep angle. The airplane then rolled left and descended below a hill. She was told by a student pilot to “go get the CHP”. She noted that the accident airplane never looked great and that she had never seen the pilot with his dog before. She said she had seen him fly maybe three time since January.

Interview #2 Summary

Scott Barnett

Witness, Student Pilot and A& P Mechanic

Interview date and time: August 30, 2018; 1100 PDT

Mr. Barnett was at his airplane on the flight line when he stated that he saw the following:

Here are my observations of the fatal crash of Cessna N7790F at Benton Airpark, Redding CA., on August 29, 2018 at approximately 11:20 A.M.

I was, at the time, just finishing up the final few items of my pre-flight checklist and heard the approach of an aircraft down RWY 33 exhibiting an engine that was not running correctly. The following timeline is the unfolding of the events as I remember them. For the record, I am a certificated A&P mechanic with approximately 30 years of experience working on numerous airframe types. [Reference photo 1. For symbol locations, e.g. Red Lines, Yellow Box, etc.)

RED LINES ARE MY SIGHTLINES

BLACK BOX APPROXIMATE LOCATION OF MY AIRCRAFT

YELLOW BOX 1: This is position at which the aircraft got my attention, engine not making correct sound and proceeding towards me on RWY 33.

YELLOW BOX 2: Aircraft rotated at this point (approx.) and attempts to gain altitude, aircraft struggling to climb. Sound of engine deteriorating, struggling.

YELLOW BOX 3: Aircraft pitches up and begins to slow dramatically, audible and notable engine misfires at this point, no longer rough sounding, but misfiring. Aircraft begins yaw to the left and settling. No noticeable control inputs at this point.

YELLOW BOX 4: Stall begins in earnest, aircraft yaw to the left is more pronounced and left aileron is down in an attempt to bring left wing up, no right rudder input noted to correct for left wing drop during stall. (I had just completed my stall training in a Cessna 172 the previous week and made the EXACT same control input, instructor's response, RIGHT RUDDER, RIGHT RUDDER, RIGHT RUDDER!!!!)

YELLOW BOX 5: Left wing of aircraft now stalled and dropping aggressively, more yaw to the left, nose now passing from relative horizontal position to groundside, aircraft path now imminent, I can see the complete upper planform of the aircraft at this time and position. Aircraft approximately nose down 50-55 degrees and beginning to accelerate, rolling slightly to the right, left aileron still down.

YELLOW BOX 6: Aircraft passes from my view below the relative horizon of the runway threshold. Approximately one second later the sound of aircraft impacting the ground.



Photo 1. Symbol locations.

Interview #3 Summary

Howard Matzat
Witness, Retired

Interview date and time: August 30, 2018; 1000 PDT

Mr. Matzat was travelling west on the highway when he noticed the accident airplane with his nose high and his tail down. The airplane appeared to be travelling slow. The airplane then made a left turn. There was no smoke coming from the airplane. He did not recall hearing anything unusual. The airplane appeared to be 200 yards from the airport and at about 100 feet above ground level (AGL). After the airplane crashed, he called 911.

Interview #4 Summary

Tammy Dinger
Witness, Bookkeeper

Interview date and time: August 30, 2018; 1200 PDT

Ms. Dinger stated that the noise of the airplane caught her attention. She had been working at the job for the past two years and she had never seen a plane so close to her window. The airplane appeared to be climbing very steep and going very slow. The airplane made a left turn and she thought she saw it impact. She paused for a moment then called her friend Susan, who works in the office as well.

Interview #5 Summary

Bill Baker

Witness, Driver

Interview date and time: August 31, 2018; 0900 PDT

Mr. Baker was driving his truck eastbound when he stated he saw the airplane take off. He saw the wings rocking back and forth. He then saw the airplane banking left and making a U-turn. The airplane was low, about treetop level. It then nosedived, and he lost sight of it. While continuing to drive east, he saw the airplane reappear, on the ground to his left, hitting a tree which stopped the airplane.

Interview #6 Summary

Kelly Osborne

Witness, Restaurant Patron

Interview date and time: February 8, 2019, 1000 PDT

She stated that she was having breakfast with her friend at the restaurant on the airfield. They were outside facing north watching the airplanes taking off. They had finished their breakfast and heard a sputtering sound that made both turn to look at the airplane. She said the nose went up then down and to the left. Neither one saw the impact, but both heard it. She said it didn't look like a nosedive, rather more like a glide.