

From: [REDACTED]
To: [REDACTED]
Subject: Re: FW: witness of fatal aircraft accident at Palo Alto Airport on September 4, 2018
Date: Wednesday, September 5, 2018 8:24:16 AM

No problem. I wanted to get something down in writing while it was fresh in my mind.

I'm amazed and thankful that the passengers survived at least. Byron and I were both frustrated that we weren't in a better position to help. From the cockpit, Byron called the Advantage Aviation front desk as soon as the crash happened, and apparently the director of the AA maintenance shop (Jim) was able to get out to the scene by golf cart relatively quickly.

Best,
Philip

On Wed, Sep 5, 2018 at 7:15 AM Huhn Michael <[REDACTED]> wrote:

Hi Philip

My name is mike huhn, im the investigator assigned to this accident

Thanks very much for the clear witness report; its very helpful

I did speak w your CFI last night as well.

Anything else that comes to mind, feel free to forward it directly to me

Thanks again!

Michael Huhn

Air Safety Investigator

NTSB Western Pacific Region

M: [REDACTED]
[REDACTED]

From: Philip Schuster [REDACTED]
Sent: Tuesday, September 4, 2018 10:24 PM
To: eyewitnessreport <eyewitnessreport@ntsb.gov>
Subject: witness of fatal aircraft accident at Palo Alto Airport on September 4, 2018

Hello,

My name is Philip Schuster, cell number = [REDACTED]

I witnessed the crash of a Mooney at Palo Alto Airport (KPAO) close to 11am local time on Tuesday September 4th, 2018.

I'm a private pilot, and I was with a CFI in N222BA. We were situated behind a king air on taxiway Z (I think close to C), while stopped and pointed in the direction of the runway 13 run-up area (R13 was in use).

A Mooney aircraft (that we could see throughout its approach) made a first touchdown immediately abeam our position, but bounced up, followed by a second touchdown and bounce, followed by an observably harder 3rd touchdown and bounce (i.e. the plane started porpoising). I was watching through the right windows of our plane the entire time. After the 3rd bounce, I could see the landing gear retract, so I assumed that a go-around had been initiated. I then turned my attention back in front of me for several seconds, during which time I did not have the Mooney in sight.

When I turned back to look, the Mooney appeared to be very low altitude (on the runway 13 heading) and beginning to make a left turn. The pitch attitude also appeared high, and the plane seemed rather slow overall. The Mooney appeared to be roughly in the left cross-wind orientation (and again, perhaps only ~100-200 feet off the ground) when the left wing and nose dropped and the plane impacted ground at a roughly ~45 degree nose and wing down orientation (behind bushes from my field of view). I could see a piece of the plane thrown high into the air with impact.

We were on ground frequency 125.0 at the time.

I should say that both Byron and I were concerned that the Mooney had a prop strike during the sequence of bounces.

Best,

Philip

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