



RECORD OF MEMORANDUM

Samantha Link
Aviation Accident Investigator
Western Pacific Region

Date: October 21, 2017
Person Contacted: Pinal County Sheriff's Office
NTSB Accident Number: WPR18LA014

Narrative:

While on scene, the Pinal county Sheriff's Office collected the below witness statements:

Mr. Jerry Hain reported "while talking to people about my aircraft, I saw an airplane on final to runway 16 jerk nose down and impact the runway. It hit at about a 45-degree angle and skidded to a stop. I ran to the plane and assisted opening [the] canopy. Both individuals were awake and talking. Observed nose gear strut stuck in runway with wheel broken off. Two primary electrical wires were broken and crossing the roadway. The primary wire was wrapped around the main gear on the aircraft."

Mr. Travis Brown reported "I was the second aircraft to land behind the downed airplane. I saw the accident from the air. The pilot was making right traffic for runway 16. His final approach seemed slow and too low and he contacted the powerline at the north end of the runway. It did not look like the airplane stalled. The powerlines have two large orange balls that hang on the wires and it looked like he forgot, or did not notice, they were there. The airplane contacted the wires, large ball of smoke, then the plane took a steep nosedive, contacting the runway pavement at about 45- to 50-degree nose down."

Mr. David McGloughlin reported "I witnessed from midfield runway's edge, preparing to start my aircraft for departure. Incident airplane and a second in trail formation flight approaching from the north. Was considering pushing my airplane back from the edge as it looked as if both were preparing to land in formation. The accident airplane lost lift and landed nose first; it wasn't immediately obvious that utility powerlines were involved until I reached the end of the runway. Powerlines were marked with aerial/orange globes but slightly lower than the lines. The in trail airplane broke off approach, circled, and landed without incident."

Ms. Marina DeJong Brown reported “plane coming in for a landing, his wheel hit the powerlines which were above the balls (should not be like that) and nose dived into the end of the runway.”

Mr. Richard Adams reported “I noticed that the red caution balls were 6-7 feet lower than the other 2 wires that are on top of the cross arms.” Mr. Adams further stated, “My father was with me and can also attest to this fact.”

END.

Submitted by: Samantha Link