

RE: WPR19FA116 (witness statement request)
VANS RV98
N791PR
Brookings, OR
April 18, 2019

April 23, 2019

Dear Sirs:

Upon request, I am submitting a statement describing my observations related to the Fatal accident which occurred on April 18, 2019 North of the Brookings Municipal Airport (KBOK) in Brookings, Oregon.

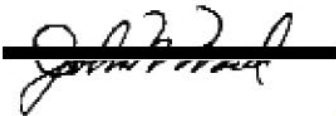
My background is that of Flight Instructor (CFI), ATP, and UAS pilot with 49 years flying experience. The airport conditions were clear visibility and light winds.

My departure from the airport at Brookings was estimated to be slightly before 3:55pm on April 18, 2019 in my automobile. Driving Parkview Drive around the North end of the runway, I continued down the west side of runway 12-30. The road is recessed below the runway level but about eye level as to the runway. Approximately one third down runway 12, I stop my vehicle to watch the landing and continuance of flight. I first observed a plane doing an normal approach from the south, landing 30. The plane had landing lights on, which looked to be alternate flashing as if to be Anti-collision lighting. From my position I observed it to do a touchdown and continuation of flight as if to be a touch and go. The landing was not unusually hard or out of control. The speed of passing my position ($\frac{3}{4}$ of the way down runway 30) is guesstimated at about 40 to 50 knots. Faster then the allowance of completing the stop and taxiing back. Time stamp would be approximately 4 pm April 18th.

As the aircraft passed my position, I observed it to be a Van's RV8A, white with blue in color. A domed cockpit canopy was obvious. Engine sounds, in my experience were normal sounding and smooth with no adverse sounds of unusual stress or incomplete ignition. I guessed it to sounded like a Subaru engine, which I have known from other aircraft types. The plane passed at an estimated 300 ft away at eye level to it landing gear. It continued out of my sight Northbound. My recall did not include the N number, but later found it to be N791PF.

Without further thought, I continued into Brookings, only to hear first responder traveling North through town. I received messages that there was a possible plane down north of the airport. Immediate return to the airport. It was reported that the Reach and Cal-Ore helicopters were in the air in a search and rescue attempt. Search and Rescue were at the gate of the airport. I remained for several hours to offer support to the airport authorities and communicate with the helicopters as they returned.

Any information received after my observations would most likely be construed as hear say. I would be willing to respond and contribute to any further questions that you might have.



April 23, 2019

John W. Ward CFI, ATP, UAS [REDACTED] CFI

[REDACTED]
Gold Beach, OR 97444
[REDACTED]

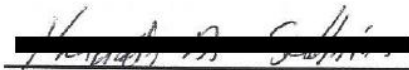
April 26th 2019

This statement is in regards to the airplane accident that occurred on April 18th 2019 near Brookings, Ore. This account is my personal observation of what I eye witnessed on that date.

I was at South Coast Lumber Company on Carpenterville Rd. In the area of the truck yard. When I first saw the plane it was taking off from the airport in a Northern direction. Everything looked and sounded normal. Nothing different from any other airplane traffic than I have observed.

A short time later. Probably less than a minute, I saw the same plane heading south, which appeared to be coming in for a landing. It looked to me to be a normal speed and approach angle for a landing.

Then the plane made an abrupt or severe 180 degree turn back to the north. (I believe the turn was to the left if you were in the plane) Shortly after being on this northern heading , approximately 5 seconds of heading north, the plane rolled up to the right. It continued to fly straight north on its right side. After 2 or 3 seconds of being on its side it just turned down and went straight down. I lost sight of it at this point behind the trees. I never heard the impact from where I was. I never saw any smoke, never heard the engine spit or sputter. I noticed that the engine was running at a faster rate and sounded good even when it was vertical & heading toward the ground.



Kenneth D Stebbins

04/26/2019

RECEIVED
5/6/19
dne

Bandon Aviation, LLC.

Bandon State Airport (S05)

Bandon, OR 97411

April 22, 2019

NTSB

ATTN: Tom Little

RE: N791PF

To Whom It May Concern;

I was contacted at my office via telephone on the morning of April 18th, 2019 at 10:09am local time, by Mr. Charles Kresa; he was inquiring about current weather conditions at S05, Bandon State Airport and indicated that he was going to fly up with a friend in the friend's RV experimental aircraft. I told Charles that the WX was clear, after which he said that he would "Be up in about a hour and a half."

They arrived at S05 approximately 12:40pm local, purchased fuel at 12:50pm local, and came into my shop to say hello. They started the aircraft and departed S05 approximately 15 minutes after they pushed back from the fuel island. They departed to the North, and that was my last contact with them.

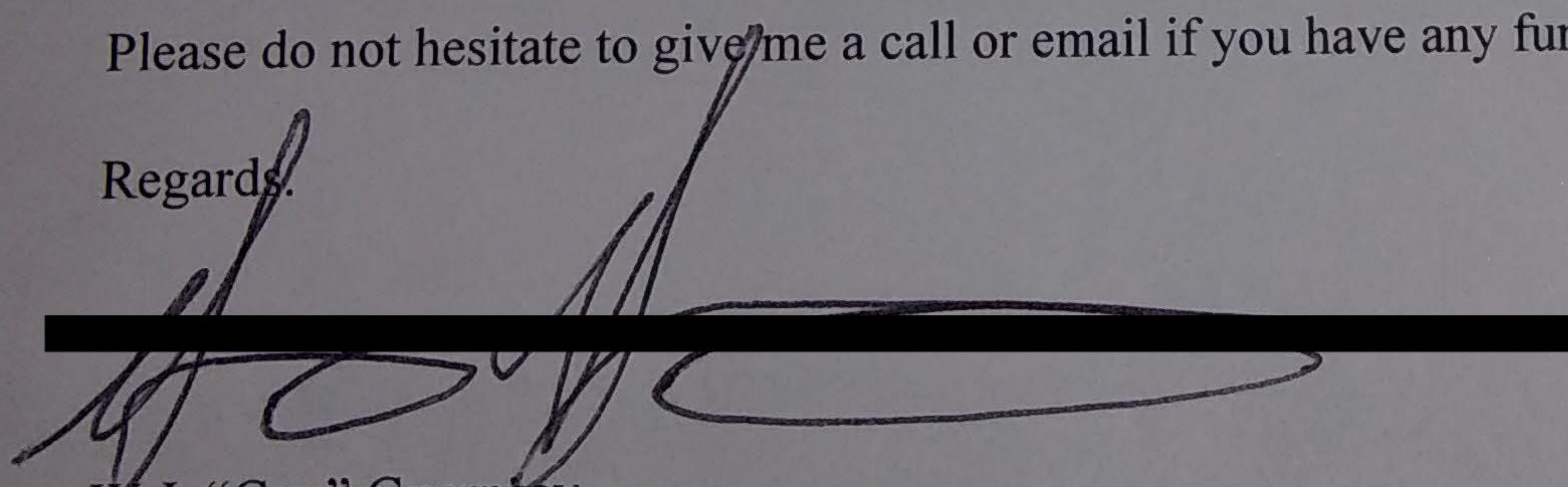
While conversing with them in my shop, the PIC – whose name escapes me, indicated that he was hungry. Mr. Kresa suggested that they fly to Independence, OR for lunch.

Additionally, they indicated that although I gave them a positive VFR WX report at S05, they got conflicting weather information online (they did not cite the source) and it appeared to them that there would still be morning fog along the coastline, so they elected to "Fly around crater lake" before heading to S05.

Just to note, while they were in my shop, he indicated that the aircraft was based in Grants Pass, OR; however they did not mention where their initial point of departure that morning was. I know that both gentleman reside in Del Norte County, CA- but Charles regularly flies out of Brookings, OR.

Please do not hesitate to give me a call or email if you have any further questions in this matter.

Regards,


W.J. "Guy" Guernsey,
Bandon Aviation, LLC

(shop)

(mobile)