



RECORD OF CONVERSATION

Stephen Stein
Aviation Accident Investigator
Western Pacific Region

Date: August 13, 2020
Person Contacted: Mr. Doug Culley (Witness)
NTSB Accident Number: WPR20CA269

Narrative:

During a telephone conversation with Mr. Culley he reported the following:

- Mr. Culley was sitting outside at the airport and he could see the entire traffic pattern and runway.
- The accident airplane approached the airport from the west and entered a left downwind for the East runway. Mr. Culley noted the airplane was high for a downwind.
- There's a knoll flyover to get setup for landing and the accident airplane stayed inside of the knoll.
- When the airplane was on final, he observed the airplane's flaps lower and the airplane started a slip toward the runway.
- The airplane touched down more than halfway down runway. The airplane was fast, and it started to porpoise.
- With about 800 ft of runway remaining, the pilot applied full power to go around.
 - Mr. Culley noted that the field elevation is about 6,000 ft before density altitude is taken into account.
- The airplane impacted trees at the end of the runway and a post impact fire ensued.
- The engine sounded normal. No abnormal noises or sounds were noted.
- It appeared as if the airplane never left the ground before impacting the trees.
- Mr. Culley noted that the airport has operational restrictions to land to the west and takeoff to the east

END.

Submitted by: Stephen Stein.



RECORD OF CONVERSATION

Samantha Link
Aviation Accident Investigator
Western Pacific Region

Date: August 13, 2020
Person Contacted: Mr. Jim Hutchins (Witness)
NTSB Accident Number: WPR20CA269

Narrative:

During a telephone conversation with Mr. Hutchins he reported the following:

- Mr. Hutchins' reported that he first observed the airplane on downwind. The airplane looked like it was in a hurry; it was moving fast.
- There are suggested procedures for flying into the accident airport:
 - Fly over the runway to look for animals, debris, etc. Once you reach a "knob" you turn and are set up for a nice downwind. T
 - The accident pilot turned early and never made it to the "knob"
- The airplane approached the runway high, fast, and steep. He didn't touch down onto the runway until at least halfway.
- The airplane landed hard and bounced. Nosewheel then came down first and airplane proposed a few times before it bounced "pretty high" (about 10 feet above the ground). He heard the pilot add full power and the engine responded with no issues. The airplane then went out of sight behind some buildings.
- About 25 yards after the pilot initiated the go around, the airplane was still producing full power when the left wing impacted a tree about 6 feet above the ground. The airplane cartwheeled, came to rest on left side w/right wing sticking up, and it was immediately consumed by fire.
- Mr. Hutchins and a friend ran to the airplane and when they got there, the pilot was walking away from the airplane taking his jacket off as it was melting.
 - The pilot had quite a few serious burns. An EMT who was at the ranch was helping the pilot while they awaited a transport.
- A ranch employee came over with a tracker and put dirt on the fire to suppress it.

- Mr. Hutchins reported that the engine sounded completely normal and responded as expected when the pilot initiated a go around.

END.

Submitted by: Samantha Link