



RECORD OF CONVERSATION

All persons listed were interviewed by Zoë Keliher

The following is a summary of conversation:

CONSTANCE BIERLE (PILOT'S SPOUSE)

Mrs. Bierle stated that on the day of the accident they were having a family get-together. The pilot decided to take people up for rides in the airplane which was common. He took made 4 flights with family members and the accident flight was the fifth. The passenger boarded the airplane and they secured her in with a cushion underneath because of her small physique (80 pounds). The passenger had discussed with the pilot that she wanted to fly over the neighborhood where she had friends that were doing a birthday party.

Mrs. Bierle was also pilot and stated that she flew often with her husband. They owned two airplanes but she preferred to fly the Cessna. She recalled that when her husband would circle over destinations, his normal procedure was to fly at a high altitude and circle before decreasing altitude. She estimated the airplane had departed with about 20 gallons of fuel on board. She stated that they stall warning system in the airplane was audible and it was hard to stall the airplane because the speed was so low.

May 31st 2020 accident N303kp - Peter Bierle I, Constance Bierle am writing this statement of events on May 31, 2020. We got up to a beautiful day. Did a few light chores around the house. Peter suggested we go on a hike in the hills behind our house. Our approx 2 hour round trip hike was very enjoyable. Waiting for us when we got back home was a distant neighbor that needed help with computer questions. Peter was able to help her. About 1 pm family members started to arrive for the planned family get together that we were holding at our hanger at Lake Wohlford to celebrate his father's birthday. His sister Debbie, brother Russ and 3 nieces, daughters of sister Renee all wanted fun flights in our carbon cub, N303KP. Peter loved doing that. Each flight lasted approximately I'm guessing 20 mins. The 12 year old niece Raquel was the last to go up. Around 5:30, after buckling her in I told Peter that I needed to go back down to the house to go to bed. I work early hours at Costco. He was having a really good time flying the girls and seemed very happy when I left to go down to the house. By 6pm I was climbing in bed when I received a call from Renee telling me that the plane had crashed. I arrived at the accident scene about 6:30.

RAQUEL CONTRERAS (PASSENGER)

Ms. Contreras, 11 years old, stated that she remembered circling over her friends house. She recalled that the airplane made a noise and the airplane pointed straight down while the pilot said something like "oh god, oh no." She woke up later in the hospital. When questioned further about the sound, she could not make it on her own but after asked if it sounded like a high-pitch "eeeeeggggg" she agreed with that assessment.

Zoë Keliher
Air Safety Investigator
Western Pacific Region

ODED MOORE (FAA INSPECTOR)

Mr. Moore stated that th

WITNESSES

SCOTT HOLMES

Hello,

I have a phone vid of the crash you may want for your investigation.

We watched this plane close for a few minutes after it buzzed our neighborhood then circled my house. It was flying low, slow and very erratic, thought it was going to hit the power lines a couple times. I heard they may have been looking for birthday or pool party, sad.

Scott holmes

33.278667, -117.008208 (direction camera 315degrees)

El 1703ft

MATT JONES

On May 31, 2020, at approximately 5:50 pm, I heard a small plane pass above my house at what sounded like low altitude. When I looked out the window, it seemed much lower and slower than any other plane I have seen fly in the area. It went out of sight, but circled back around, flying directly over our house at roughly the same altitude and speed. I went outside to watch it fly out farther out, only to start to circle back around. I then ran back inside to grab my phone because it seemed to continue to be flying dangerously low. As I watched, I began videotaping, but shortly before that, it began to make a turn, and within the turn the engine seemed to slightly stall, then regain RPM, then banked, and the plane went straight down. The video below starts within 2-3 seconds of when I heard the slight stall sound.

Thank you, Matt Jones

33°16'51.99"N

117° 1'1.37"W

TAYLOR HOLSINGER

Yesterday at 5:56P I witnessed the final moments of the plane that went down on Palomar Vista Drive. I have video footage which I showed Sergeant Hill on-scene, and have sent to Sergeant Delocht to assist with the investigation. I was on scene within minutes to assist my neighbors to try and help. Gratefully, the passenger (Raquel Contreras) survived. However, I am reluctantly writing to ask that you investigate the actions of the on-scene officers with respect to her uncle, the pilot.

Several of us tried to remove the pilot. I was able to unbuckle his seatbelt but his legs appeared to have been jammed. Several of us older men tried to work together to free the pilot, pulling on his arms as we ourselves struggled for traction in the then muddy mess underneath the aircraft.

As the first officers arrived I approached one (wearing a white bandana around his neck) to ask that he help remove the pilot he instead turned his attention on me. His response seemed to suggest that he was far more comfortable focusing on my urgently requesting his help as the problem, as opposed to instead trying to rescue the pilot. As I again tried he turned back on me as though he might physically restrain me, but then gestured to another officer to deal

with me. I couldn't believe they wouldn't help the pilot.

While we all thought the pilot was likely deceased (and we tried to see if he had a pulse), had we been able to remove him we could have at least tried to resuscitate him. Yes there was some fire, but by the time the first officers arrived there was far less fire than when we had been all over the cockpit trying to remove the pilot.

Sergeant Delocht said that the officers were wearing body cams, so I would like to ask that you investigate who the first officer was to actually check on the now deceased pilot. At what point did a uniformed officer personally verify that there was no longer any urgency needed to try and remove and resuscitate the pilot.

Perhaps the pilot was killed on impact with no chance for resuscitation. But what obligation does an officer have to the community to do his/her best to provide potentially life-saving assistance until that is established?

Please let me know if I can be of assistance in your investigation of this tragic accident. I include additional notes below for the FAA investigation.

Notes for the FAA investigation

At approximately 5:54P I was in my backyard when I heard the noise from the aircraft that didn't seem right. It sounded as though the pilot had cut the engine and then made a maneuver to turn the aircraft which just didn't seem right to me, particularly given his low altitude. I wondered if the pilot was in trouble and I uttered aloud a quick prayer on his behalf. Moments later the plane seemed to be circling or at least coming back in my direction so I turned the video on my phone and saw him approaching slowly from left to right where he disappeared from my view from behind the palm trees. When he didn't reappear to my view as expected on the right side of the palm trees I walked over to where I could see the plane, at just the moment where I saw the plane in a nose down position descending rapidly followed by the sound of the plane impacting the ground and cries of my neighbors.

As I have re-watched the video, you can see the plane in its final dive.

I immediately got in my car and drove to where I believed the plane had crashed. I have video of my approach. As I arrived on scene I began filming and saw a person being tended to on the driveway. I initially thought this was the pilot and walked over and asked if this was the pilot. I couldn't see her as she was surrounded by so many people, but someone said they didn't think this was the pilot. I walked closer to where neighbors were anxiously working to put on the fire. I asked another person if he knew where the pilot was. He then said that he thought the pilot was still in the plane. But on the right side away from the flames. I continued to film for another 15 seconds or so, before deciding to go and see for myself.

My assumption was that the pilot's injury's must have been gruesome. Perhaps, I thought, he was burned beyond recognition. Instead, as I approached I could see his body partway leaning out of the plane. I then went to the pilot where with the help of Ron McCowen and others we tried to remove the pilot as described above. Someone had a knife which he used to cut away a bit of harness but he wouldn't budge. I then saw his seatbelt was still on so I climbed up to where I could remove it and then we again tried to pull him free. We couldn't get enough traction due to both the muddy mess below the plane, together with all of us at this point being wet and sweaty which made it hard to get a good grip on the pilots arms as we tried to pull him. I called out for someone to try and pull me from behind.

I climbed back up the embankment to see whether I could see anything else that would explain why we couldn't free him. I have a few seconds of video that I took from that vantage. At that point officers were arriving and I went to ask for their assistance.