



RECORD OF CONVERSATION

All persons listed were interviewed by Zoë Keliher or Michael Hicks:

The following is a summary of conversation:

DAN WOODSIDE (CO-OWNER)

I looked through and found a receipt (attached) that I paid Aircraft Specialties Services \$xx for engine parts. They're in Tulsa, OK. The Reference number is: 226338649. I'll call them tomorrow to get an itemized receipt with exactly what internal engine parts we paid for. As I recall Bob Walmsley ordered the parts directly then I called and paid (credit card) to have them shipped directly to him. I will send you guys the itemized receipt as soon as I get it. Also I blanked out when someone asked why the airplane hadn't flown too much in the last few months. I forgot we had the upper and lower engine cowl repainted to make them look nicer. I don't know how I forgot that but I blanked out and couldn't remember this morning. Probably insignificant but thought I should mention it.

I found the receipts with the specific part numbers for the "NUT ASS." = \$xx and the "TUBES ASS." = \$xx. [ATTACHED]

I read that engine logbook entry as that he sent the engine case to Divco for overhaul (i.e. remanufactured/milled to factory spec). There should have been a period after that sentence.

Also, I'm the idiot that put the "0.0" in the "Time Since Overhaul" boxes in the engine logbook entry too. I wasn't an overhaul and I didn't realize it until now that I did that. I always draw a line through a zero so I know that was me and my misunderstanding at the time. The Tach Times are still accurate but that mistake could cause confusion and I have to own that.

I've been digging through any old records I can find. I found an old Annual Write up by Bill Matthews (IA) in 2010. [ATTACHED] He used to be the primary caregiver on the plane. Look at page 3. It explains in detail the issue that led to the overhaul by Corona back in 2010. I was not a partner in the airplane until around 2018 I think. Apparently Bill Matthews removed the vacuum pump to have it fixed due to communication by Larry Voit that said it wasn't working. Back then I don't know how they did things but Bill didn't tell Rick and all Rick saw was that the cowl was off. He could see anything wrong (because that assembly was missing) so he put it back on and attempted to fly. They tightened down the communication after that expensive incident and I didn't know any of this until after I had bought into the airplane.

Meanwhile I'm searching through records to find receipts or any 8130-3's that could be parts installed forward of the firewall.

Zoë Keliher
Air Safety Investigator
Western Pacific Region

MICHAEL MORENO

After they had finished their shift, Michael and two co-workers were in a ground vehicle driving west to exit the terminal. He was in the back seat and didn't see as much as the two co-workers in the front seats. He heard one of the co-workers say that the airplane was pretty low, so Michael looked out the windshield and saw the airplane coming towards their vehicle. The airplane flew over their ground vehicle and they were convinced that the airplane was attempting to land, so they turned around. They saw that the airplane continued to descend, and the left wing hit the semi-truck. The airplane rolled to the left, struck the K-rail, and impacted the ground.

The semi-truck that collided with the airplane appeared covered in fuel, and the driver of the truck appeared to be conscious but slow to respond. However, the truck driver did give a "thumbs up hand signal" as he was sitting in the cab and appeared saturated with fuel from the airplane's left wing. Michael reported that he could see a small fire coming from the bottom of the airplane's engine. He observed that a number of people began to arrive at the accident site, and he went back to the vehicle that he was initially riding in and took a seat.

KYLE BARRICK

After his work shift ended about 1200pst, he and two co-workers were in a ground vehicle driving west to exit the terminal. He saw the airplane fly overhead in the same direction they were traveling (west). The airplane appeared to climb, made a "hard" right bank over the western most perimeter of the automated side of the terminal and was now coming towards them. The airplane began to descend and "started dumping its fuel" about the west perimeter of the chassis pit. A semi-truck traveling south, initiated a right turn and pulled in front of the airplane's flight path. The airplane's left wing struck the trucks windshield, and subsequently collided with a K-rail before impacting the ground and rotating nose left about the fuselage.

They parked their vehicle, and Jose assisted the semi-truck driver with exiting. Jose helped the truck driver out of and away from the truck, sitting him down on a section of concrete a few feet west of the K-rail that the airplane impacted. He recalled that, after co-workers pulled the pilot out of the airplane, no one was helping him at first, and maybe a minute later, "some big dude with a beard in a safety jacket" started CPR. Kyle did not see any movement from the pilot but noted that he was lying on the ground. He recalled that one of the mechanics told arriving co-workers to keep the pilot talking. Shortly after, he overheard a female security guard say that the pilot was breathing. Kyle noted that when the door of the semi-truck opened, "it was flooded with fuel." The truck driver appeared to be conscious but, "he didn't seem to know what was going on at all."

JOSE COVARRUBIAS

After their work shift ended Friday afternoon 19FEB2021, he and two co-workers were in a ground vehicle driving west to exit the terminal. Jose was in the right front passenger seat and was able to hear the airplane and saw it on the left side of their vehicle. He described the airplanes path of travel as parallel to their vehicle, traveling in the same direction over the water, and directly over a radio tower located about 250ft south of the initial impact point. He could hear the engine "sputtering" and remarked that it was flying at a low altitude. As the airplane continued to travel west, he heard the engine "perk up" as if the pilot "throttled up." The airplane passed their ground vehicle on the

left side and begin to climb as it passed the APM Terminal building that was about 800ft west of the radio tower. The airplane made a 180° right turn over the automated crane area just beyond the western most light pole and was now traveling east and coming toward them.

Jose could no longer hear the engine noise and noticed the airplane pitch nose down and descend. His supervisor was driving, and they turned around 180° as he believed the airplane was going to land. During the airplane's descent, he noticed the airplane dispense what he perceived as fluid. He again noted that the engine appeared to be off, as he could no longer hear sound emanating from the airplane. The airplane continued to descend, as a semi-truck traveling south initiated a right turn to the west. The airplane's left outboard wing struck the windshield of the semi-truck and the airplane rolled to the left. The left wing tip separated from the airplane and the front left section of the airplane collided with a K-rail, subsequently impacting the ground. The airplane skidded along the ground and the nose of the airplane rotated to the left coming to rest with the nose of the airplane facing the north.

He noticed fluid leaking from the engine compartment, and a small fire occurred about the bottom of the engine area. A security guard grabbed a fire extinguisher and suppressed the fire. Jose recalled that the flames produced a blue-ish colored flame. He mentioned that the speed of the airplane was pretty fast, but not excessive. As additional co-workers helped the pilot out of the airplane, he could see the pilot lying on the ground, while they attempted to keep him awake. One man described as "heavy-set with a full beard" administered CPR to the pilot.

JONATHAN PATTERSON (INTERVIEWED BY LAW ENFORCEMENT)

On 02/19/2021, Mr. Patterson (truck driver for Tactical Transportation) was standing outside his tractor at the Chassis Pit located at lane S08 in Maersk container terminal. He stated he observed a white plane lowering with black smoke coming out of it traveling east bound. He stated the plane passed his truck and then made contact with another tractor (located less than 50yd east from his location. He said he observed the airplane's left wing make contact with the tractors windshield which cause the plane to crash down. He then drove to the tractor to assure the driver was ok, he noticed the driver had minor injuries and was not in a life threatening situation. He then ran to the airplane to assist. He said when he got to the scene of the airplane there was already approx. 7 additional yard workers assisting the airplane operator. He observed large amounts of fuel around the plane which made everyone concern and is why they all decided to remove the operator from the airplane. He stated the airplane operator was unconscious when he arrived.