



Federal Aviation Administration

Inspector Statement

Date: February 17, 2021

From: Jonathan S. Berges, Aviation Safety Inspector, WP-FSDO-09

Subject: Pilot Interview Kitchens Aircraft Accident N823RC/N718AK

On Saturday February 13, 2021 Aviation Safety Inspectors Jonathan Berges and Oded Moore were assigned to investigate an aircraft accident for Falcon 900EX, N823RC, at Montgomery field airport (MYF) in San Diego, CA.

When I (Jonathan Berges) arrived on scene with inspector Moore we found the aircraft resting on a gravel pad approximately 500' from the departure end of runway 28R. The San Diego Fire Department and HAZMAT Teams had restricted access to the aircraft due to fuel leaking and pooling underneath the wreckage. We were informed by the Fire department crew and MYF Airport operations that the flight crew was off scene and waiting at their office in the Crown Air FBO building. We performed a preliminary walk around of the accident scene to document the airframe and debris trail.

In the Crown Air FBO we found the PIC, Scott Lawrence Kitchens, in the building and through him that the SIC, Nathan Daniel Russell, had left to transport the passengers to their home.

Inspector Moore and I interviewed Mr. Kitchens. We began the interview by asking for his pilot certificates. He said that they evacuated the aircraft and all of his belongings were in the plane. He was able to produce a valid First Class medical certificate. The status of the medical certificate was confirmed with the information on MSAT-A with San Diego Front Line Manager Thomas Marquez.

He then began describing the takeoff events. He stated that he lined up on 28R, ran up the engines to full power, all the instruments looked good, the airplane accelerated normally and when the first officer called rotate, he pulled back on the yoke and nothing happened, he tried again and there was no response from the airplane and then discontinued the take off. He applied the brakes, pulled the reverser, and as the airplane departed the runway shut down the aircraft. The copilot deployed the engine fire extinguishers.

From there, we asked a number of questions to obtain greater details regarding pre-flight activity, checklist usage, etc. Kitchens stated that the pre-departure flight control check was performed two times in the taxi, once in a flow and again when called for in the taxi checklist. He stated the

controls felt normal in movement, properly weighted and perhaps a bit mushy, but nothing abnormal. The elevator trim was set in the center of the green marking on the trim indicator.

We inquired on experience in the Falcon 900. The pilot stated they had only flown that plane two other times. The plane had been undergoing a cabin interior remodeling over the past few months and was just picked up earlier that week. They had flown from Springfield, IL (SPI) to Ft. Lauderdale, FL (FLL) and then to San Diego Montgomery Field (MYF)

The only recent maintenance performed on the airplane was to repair a broken throttle cable on Engine 2 and a fuel manifold leak on Engine 3.

When asked about weight and balance and performance calculations he said that they use ARINC for Performance and Weight and Balance and APG for filing the flight plan. He did not recall any the weight and balance or performance information from the flight.

The pilot stated he is employed directly by the owner and lives in Colorado Springs, CO. He had previously flown for the owner on another aircraft, however that position was lost when the airplane went to an ex-wife in a divorce settlement. He said that he does not have any other employment. He continued that the company has been based at MYF for 4 months.

Mr. Kitchens stated he does not have any knowledge of airman certificate issues.

Later after we received clearance from San Diego Fire Department and HAZMAT teams, we escorted the crew to the aircraft to obtain their pilot certificates. When onboard the aircraft Mr. Kitchens appeared to be frantically searching for and unable to locate his pilot certificates. He exited the aircraft and stated that he couldn't find the certificates and "they must be in the office in his backpack". We both found this odd as earlier he stated that all of his belongings were in the airplane.

Once in the office he produced an airman certificate. It did not list a DA-EASY type rating. The airman appeared surprised when we told him we have a problem with their certificates. Both crewmembers were unable to produce a certificate that shows they hold the proper type certificate and that FAA records doesn't show them holding the type ratings. He could not understand why that was.

We escorted Mr. Kitchens back to the aircraft.

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