



MEMORANDUM FOR RECORD

Albert P. Nixon
Senior Aviation Accident Investigator
Western Pacific Region-Aviation Safety

Date: Nov 28, 2021
Subject: Record of Email from Erik Grosf (NTSB Senior Advisor)
NTSB Accident Number: WPR22FA044

In an email from Erik Grosf, the following is a summary:

- An email came in from a witness, Marv Wessel.
- He was the Reno air race crew chief for the pilot of N219KT and worked on the airplane during the air races in September and was familiar with the airplane's equipment.
- He reported that it was equipped with an autopilot.
- He also reported that the airplane had a Garmin 496 GPS connected to the audio panel and the pilot should have been receiving terrain alerts before impact.



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Date: Dec 23, 2021
Subject: Record of Email from Derek Freckleton (NTSB Emergency Operations Coordinator)
NTSB Accident Number: WPR22FA044

In an email from Derek Freckleton, the following is a summary:

- An email came in from a witness, Karl Gashler.
- He flew with the accident pilot together in F-16s and then at Southwest Airlines.
- The pilot accident pilot commuted to work in N291KT, once a week between Phoenix Deer Valley (DVT) and LAX.
- The accident pilot was very accustomed to flying twice per week through Banning pass during his commute to/from work. Is it plausible that route planning complacency was a factor here.
- The direct line between Camarillo and DVT takes an aircraft over high terrain to the north of Banning Pass and the minimum safe altitude on this direct route would be higher than the aircraft's altitude on the night of the mishap.
- Summary, 1) Sun angle due to time of day, 2) lower than minimum safe altitude, 3) possibly complacency due to being accustomed to traveling a straight line through Banning pass.