



Record of Conversation

Fabian Salazar
Air Safety Investigator
National Transportation Safety Board
Investigator in Charge

NTSB Accident Number: WPR22LA061
Aircraft Registration & Make/Model: N9YY / RV-3
Accident Location: Bermuda Dunes, California
Accident Date: December 11, 2021

Jesse Deacon
Corporal Sheriff's Deputy, Canine
January 20, 2022

In a telephone interview with Corporal Deacon, he stated that he responded to the airplane accident, and arrived about 2 or 3 minutes after the first two deputies arrived. He assisted in extricating the pilot by stabilizing the pilot's head. During this activity he did not observe any first responder manipulate the fuel selector switch, nor did he hear anyone talk about trying to shut off the fuel selector switch. He did observe the first responders move the fuel tank to better facilitate extricating the pilot. He stated that by the time they had arrived, all the fuel had drained from the fuel tank and that no one was worried about closing a fuel shutoff valve.

When asked about any fire departments responding, he stated that Truck 55 from Indian Wells, and Station 71 from Palm Desert had responded.



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Frank Brabec
Friend of the Pilot

In an interview with Mr. Brabec, he stated that he learned of the accident through a friend and fellow member of the EAA Chapter, who was a first responder to the accident. Mr. Brabec contacted the wife of the pilot who told him that she and her friend were out waiting for the pilot to fly over. Mr. Brabec stated that the wife told him that the pilot said that he was going to fly the airplane and he would overfly the residence.

Mr. Brabec stated that the pilot was a retired airline pilot and was an experienced experimental airplane pilot who flew the RV-3 often. He thought that the pilot had purchased the airplane about a year prior and had owned other experimental airplanes before the RV-3. He mentioned that the pilot performed most of the maintenance on the airplane, and provided the name of a person who may have performed maintenance on the airplane.



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Frank Esquivel
Mechanic, Thermal, California

In an interview with Mr. Esquivel, he stated that he knew the pilot and they were acquaintances. He thought that the pilot was a good guy. He stated that he had performed minor maintenance on the airplane like an oil change and trying to find the reason for feedback in a headset. He mentioned that the last conditional inspection was performed by Ulysses at the Bermuda Dunes Airport.

He stated that the pilot would occasionally bring in odd parts for the airplane and overall, the pilot's practices were a bit loose. His opinion was that the airplane was "a bit of a basket case and poorly maintained" by the pilot.

He stated that about two weeks prior to the accident, the pilot told the mechanic that the tachometer wasn't showing the proper RPM's. The mechanic did not work on the anomaly.



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Reed Jarmine
Air Transport Recovery, Phoenix, AZ.

In a telephone conversation with the owner of Air Transport about the accident that involved N9YY, he estimated that about 8 gallons of fuel drained from the fuel tank after the accident.