



RECORD OF CONVERSATION

All persons listed were interviewed by Tealeye Cornejo:

The following is a summary of conversation:

FROM FAA (ON-SCENE)

Additional notes:

Fuel selectors in the OFF position

Engine sheared off at the engine mounts

20° flaps selected in cockpit

Right flap down, left flap flush with wing

Per mechanic (Robert Johnson 562-972-0823; also, a witness), when he arrived on-scene, he secured the ELT and the battery. At the time there was no fuel leaking. Under supervision of the FAA – 20 gallons of fuel was removed from the right wing, no fuel removed from left wing. Airplane was positioned with the right wing lower than the left; it is common for fuel to transfer tanks if it is not on flat ground.

Airplane based at oceanside airport, but the certificate holder is from Las Vegas – SAN FSDO provides minimal oversight

Pilot – Darren Hunter Mohle

Pilot observer – Taiwan national – Marco Antonio Valdivieso was not interviewed, me and the FAA weren't able to get him on the phone.

WITNESSES

Witnesses:

Kirk Joy

Interviewed: 02/24/22

He watches the dive airplanes quite a bit. His attention was drawn to the accident airplane because he was stopped at a light and the pattern was odd. The airplane was at 3,000 ft, when he sees them, they are normally at 1,000 ft. the airplane was heading to the south (perpendicular to the airport), it made a steep right 180° turn, and remained about 3,000 ft., the airplane then made a steep bank turn to the left (in excess of a 45° turn), nose down (he was able to see the top of the airplane), and never came out of the dive and impacted the ground. He was too far away to hear any engine noises. He responded to the accident site to render aid.

Kevin Moore

Interviewed: 02/25/22

He was working at the accident site; it was lunch time, and he was in his truck eating. He heard the airplane coming into land, he knew which airplane it was as he had watched them several times over the past few months. He looked up, saw the airplane, and watched it to impact. The engine was running; sounded normal. The airplane was coming in at a steep angle, which didn't concern him as he had watched them make that

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kind of approach. He stated that it was high and dove toward the runway like a bomber. Over the last 6 months he's watched them come in about 5-6 times; they come in steep, dive toward the ground, pull up, and land without incident.

The airplane was not lined up with the runway and coming in steep. It was obvious to Mr. Moore, that the airplane was not going to pull out of the dive, and he watched it hit the ground. Mr. Moore stated that the airplane did not appear to be struggling at all, no wing wagging. If the airplane had been inline with the runway instead of over the job site, it would have been a normal approach.

He went to render aid and thought that both pilot and passenger were seat belted in; the pilot was slumped forward. Mr. Moore again stated that the airplane flew right over him in a nose down attitude and the engine sounded normal to him.

Robert Johnson
Company mechanic
Witnessed the accident
He spoke to Oded Moore (FAA)

Due to his location (airport), he was not able to hear the engine. Airplane was higher than it should have been. The airplane was in a steep drop, low toward the ground it makes a right bank, then a left bank and then hit the ground while in a left bank.

PILOT

Darren Mohle
Interviewed 02/27/22
He's been with the company for about 5 years now. He flies about 1-2 times a month
Current full time airline pilot
The passenger was a licensed pilot from Taiwan. They are setting up a similar program in Taiwan and the passenger was observing the operation. He had no access to flight controls.
They had done 3 flights with different takeoff and landing profiles
The 4th flight was the accident flight. They had dropped divers and were in a descent to land. Power was at idle, and he stated that it was a fast descent.
At 5,000ft he added power to slow the descent, but the engine power did not come up.
Turned toward the airport
Turned on the ignition to continuous
Fuel pump was positioned to HIGH
The propeller was spinning fast
The engine was in beta, so he had no pitch control
100 kts in the descent
Full trim and full back pressure on the yoke
Nose was pitched down 10°
Torque was at 20° (primary power indicator)
RPM was at 0
Power lever was pushed forward; he was hoping to get a surge of power to arrest descent, but the engine was unresponsive
He did a 360° to the right to lose altitude but was still too high over the runway and positioned about midfield. He knew he wouldn't be able to land and come to a stop without going off the runway.
Told the observer to brace themselves
Flaps were IN
He was not able to get the nose to come up
Recalled that he had 20-30 gallons of fuel left at the time of the accident.