

Investigator Name: Scott Johnson
Title: Air Safety Investigator
Division: Aviation Safety - WPR

Date: December 1, 2022

Subject: WPR23FA047 Memorandum for Record - Record of Conversation

Contact: Istuen Kalmar (Witness)

- Hungarian air force pilot had been in the USA 30 plus years 8,500 hours and has a lot of high-performance eastern bloc military jet experience.
- He witnessed entire event from ½ way between the tower walking towards the end of runway 11R.
- As the airplane approached the runway 11R the prop was spinning, about a ten-knot wing and that it may have been their 4th circuit in the pattern.
- He noticed the aircraft approaching the runway at a fast speed attempting a side slip.
- The airplane then did a snap roll, starting a left turn spin and impacted the ground just short of the runway.
- He was only an acquaintance of the pilot but believed the aircraft had been damaged 4-5 years ago due to a hard landing and that it had not flown for about three years.
- The aircraft had recently started flying again and he questioned the recency of experience of the pilot in this aircraft.
- The owner had taken a partner and was beginning to train the co-owner in the airplane.



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Contact: Doug Tompkins (Witness)

- 23,000-hour ATP CFI Robinson chief test pilot.
- Awaiting take off clearance near 'Red' antenna site ½ mile away from end of runway.
- The whole event was maybe 10 seconds as he watched.
- He heard no one else on frequency.
- Slip, roll, nose down 3 seconds, that fast as he described it.



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Contact: John (Witness)

- Doug's friend. He had owned aircraft for 1.5 years.
- Other Another pilot had bought into the airplane as partner.
- Not a witness. Spoke with both Greg and Doug day before, and they had both seemed in good spirits.

Investigator Name: Albert Nixon
Title: Senior Aviation Accident Investigator
Division: Aviation Safety - WPR

Date: December 5, 2022

Subject: WPR23FA047 Memorandum for Record - Record of Email

Contact: Detective Sean O'Rourke (Torrance Police Dept)

- The police report for the plane crash was attached. The following are a summary of what the witnesses stated:

- Witness Istvan Kalmar stated he is a pilot and was walking outside in the southwest portion of the airport near his hanger. Kalmar stated he looked up and observed the airplane coming from west to east approaching the airport and was approximately 150 feet in the air. Kalmar stated it appeared the airplane was coming in at a fast speed and was too high for a landing. Kalmar stated they tried to "slide slip" to lose altitude and kicked the side pedal which caused the plane to do a half turn and dive straight down where it crashed in the grass area west of the runway. Kalmar stated he was a couple hundred yards away from the crash. Kalmar stated after the plane crashed, he ran over to try and assist. Kalmar stated multiple people called 911.

- Witness Christopher Morrow stated he is the Assistant Fire Chief for the Torrance Fire Department and was off-duty. Morrow stated he was driving on Skypark Dr. when he observed the airplane vertical in the air and it crashed nose down into the grass area west of the runway. Morrow stated he called airport operations and then called TFD dispatch to notify them.

- Witness Michael Bybee stated he was standing outside on the east side of the business located at Madison St. around 1100 hours. Bybee stated he heard an engine noise which was louder than usual, which made him look up in the air. Bybee stated he observed the airplane dive down nose first and crash into the grass area just west of the runway. Bybee stated the airplane hit the ground and split apart. Bybee stated he did not observe any smoke or fire coming from the airplane. Bybee stated he then observed people running out to the airplane to attempt to assist.

Witness Gerardo Muratalla stated he was working outside on the east side of the business located at Madison St. He heard an engine "popping" noise and observed the airplane coming from west to east at a fast speed. Muratalla stated airplanes usually glide into land and this airplane was flying in faster than usual. Muratalla stated the airplane was coming in at a steep angle and he heard a loud crash noise. Muratalla stated he walked around a vehicle that was blocking his view and observed the airplane had crashed into the grass area west of the runway. Muratalla stated he did not observe any smoke or fire coming from the airplane.



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Contact: Michael Richards (NTSB Meteorologist)

- Michael Richard's Meteorology Preliminary Report was attached.
- A thorough review of preliminary weather information on this event was conducted and revealed no concern with weather surrounding the time or location of the event.
- A model sounding for the accident site did not identify any significant low-level wind shear.
- There were no longline-disseminated PIREPs within one hour of the accident time within 50 miles of TOA.
- The weather radar imagery from the accident time depicted areas of light precipitation to the south and west, but not over, the accident location at about the accident time.



Investigator Name: Albert Nixon
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Date: November 30, 2022

Subject: WPR23FA047 Memorandum for Record - Record of Email

Contact: Betty Koschig (NTSB Senior Air Traffic Investigator)

- ATC services were provided by TOA ATCT.

- Due to the winds Runway 11R and Runway 11L were in use, which is not a configuration that is used often.

- N60MY established communication with the GC controller with the current ATIS information, requesting practice pattern work without requesting a specific runway. The GC controller issued N60MY taxi instructions to Runway 11R. The LC controller cleared N60MY for takeoff on Runway 11R, with instructions to extend upward. The controller misspoke and cleared N60MY for the option on Runway 29R; however, N60MY read back the correct runway, which was Runway 11R.

- On the fourth time around the traffic pattern, the controller cleared N60MY for a touch and go on Runway 11R as they were turning crosswind to downwind, which was not read back. A non-intelligible transmission was broadcasted on the frequency, the LC controller lost sight of N60MY and attempted to communicate with them. The LC controller requested an uninvolved aircraft to assist with sighting N60MY; however, the controller then immediately observed the position of N60MY. The uninvolved aircraft was cleared to land on Runway 11L, one minute after the LC controller observed the position of N60MY, an uninvolved helicopter established communication with the GC controller, advising the GC controller they witnessed N60MY "go straight down."

- N60MY came to rest in the grass, west of Taxiway B, about 0.25 miles from the approach end of the runway.