



Tealeye Cornejo
Air Safety Investigator (Field)
AS-WPR

Date: August 1, 2023
Subject: WPR23FA287, Witness
Contact: William Angel

Mr. Angel arrived at the airport about 0635 and saw the accident airplane in the run-up area. He continued to his hangar, 313 and about 3-4 minutes later, heard the airplane rolling down the runway. At this point, he could only hear the airplane as he does not have a clear view of the runway from his hangar. Mr. Angel was able to see the airplane once it was airborne and noted that it was at a steep nose high angle, akin to an aerobatic maneuver. He estimated the takeoff climb to be about 30-45 degrees pitch up. When the airplane was about 400 ft above ground level (agl), the wings were level, but still in a nose high attitude, and he began yelling out because he knew the airplane was going to stall if it didn't level out. He saw the nose drop, but it never went even with the horizon. The left wing dropped, and the airplane entered a nosedive, and he lost sight of behind the hangars. Mr. Angel thought the airplane was going to recover before it entered the nosedive.

Mr. Angel stated that he never heard the engine sputter. It sounded like it was making full power the whole time. He further stated that the flaps appeared to be up, wind was calm (stable air), clear, and near the high 80's. His friend Mike Lee called 911 at 0641am.



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Contact: Maria LeBlanc, FAA RAL FSDO

FAA inspector Maria LeBlanc went to local area maintenance shops located at the airport to ask if they had performed any maintenance on the accident airplane. None of the businesses performed maintenance on the airplane. Inspector LeBlanc also called two mobile mechanics, and they both stated to her that they had not worked on the airplane.



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Contact: Deaudra Barker-Signor

According to Mrs. Barker-Signor, her husband, kept the airplane logbooks on board the airplane. She recalled that he had a recent annual inspection, but not where the annual had been done.



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Contact: Randy Miller

Mr. Miller live about $\frac{3}{4}$'s of a mile from the departure end of runway 24 in the city of Claremont. Mr. Miller stated that he did not see the airplane but was an ear witness. The time was between 0630-0645. He is used to hearing airplanes take off, and this time it sounded unusual to him. His windows were open, and he heard the engine. The reason it caught his attention was that he heard a muffled pop/explosion sound, followed by no engine sounds, and then a muffled metal-to-metal to sound. He waited a few minutes and then heard sirens.