



Scott Johnson
Air Safety Investigator
Western Pacific Region

Date: 10/20/2022

Subject: Nogales, AZ / WPR23LA022 / Phone conversation

Contact: Seth Miller

I was with Eric Seabase in his hangar @ 12:58 on 10/20/2022. N50JM initially caught our attention through the hanger door with a high angle of attack going south at full power trying to climb. We ran outside because it just didn't look right, something was wrong. He was on the edge of a stall, his gear was up, barely hanging on at about 10-30 feet above the ground as it looked from our position, he looked extremely low. Just north of the VOR, he turned left I thought he was going to crash. Turning what looked like a S.E. downwind he sank into a ravine below airport elevation out of our site. We jumped in my truck and went to find the crash, called 911, and render assistance.

-Seth Millers dash cam thought he had a crashed from the explosion and saved the footage.

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Date: 10/21/2022

Subject: Nogales, AZ/WPR23LA022 /Phone conversation

Contact: Michael Minter

11:00am

Phone conversation, Scott Johnson, and Stephen Stein

I left Missouri with fuel stops in Texas, ABQ with normal airplane operations. I began a decent from 10,500 called left traffic Nogales runway 22 and began to slow down 140 knots for gear down with ¼ flaps. I continued working to slow down. I confirmed with my wife, 3 green lights gear down. I remember as I was touching down the left wing flopped down like a mushy gear. At that moment in time, (I recalled an event on the ramp with my stationary aircraft, where my right gear collapsed and punctured my tire.) I decided to go around, retracted the gear, and set power for a go around. I may have struck the prop as I started to veer to the left, so I pushed hard right brake to bring the nose back to centerline. I noticed I wasn't climbing so I headed for a ravine. I knew if I could clear the ravine there was level ground. I pulled up hard with 90 knots, cleared the ravine and bellied in. I noticed fire immediately. My side door was jammed so I put my legs over my wife and started kicking the right door and pulled her about 150 feet from the aircraft with a broken leg. I went back to the airplane to retrieve our gear. Emergency personnel made me leave the aircraft. It soon exploded; I assume because of my oxygen bottle in the back seat.

There was no preimpact mechanical malfunctions or failures with the aircraft. Only recent maintenance work on the BE V35B was by Advanced Air to work on my A/C system.

Fell to the left violentlywheel broken while taxiing memory If there is a problem, go around!!

June 26, 2023

To Whom it May Concern;

I believe it was 10/20/22 in the afternoon when I had ridden my motorcycle to the Nogales Airport. I had been watching airplanes land and take off. I was about ready to leave when this last plane came in. It looked like a normal landing when I heard the motor rev and looked at the plane. I thought it was landing but then saw the wheels come up and take off. As I watched it turn, I saw fire coming from the right side of the plane.

As it turned, it disappeared, in a Canyon Area and I thought it was gone and crashed in just a few seconds.

The plane appeared and was trying to fly. It then hit the ground and was really burning. I saw the Airport people going to the wreck and they were helping, and telling people to get away from the plane. I was

standing by the gate just outside the Restaurant and could see what happened. I am doing this against my better judgement as I am in a divorce and I have all on my plate.

that I want. I watched them leave in two different ambulances, I've tried to get information from different people about whether they lived. I finally got information from a buddy and called them to see how they were. Mr. Minter had asked me if I would write a statement and I refused. Later I got to thinking that if I were in a wreck and needed someone who saw what happened could help maybe I should. I will not be interviewed about this wreck, and my divorce happened about the same time, and I do not need any more problems with an investigation. So if you question what I saw, that is your problem, cause I know what I saw.

