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Aviation Accident Investigator
Western Pacific Region

Date: 1/11/2023

Subject: WPR23LA084, Copy of statement via email

Contact: Kassandra Gray, Operation Manager

On December 8, 2022, Roberto Hoskins was ferrying 30WL and came up short of the runway. This was not during any business operations. This was simply a maintenance flight to ferry one plane to another airport and bring another plane, 30WL, back to Hidden Valley Airport. I quickly went out to where the plane was and made sure everyone was okay. We immediately towed the plane back to the airport and parked it on its pad. I then had Roberto Hoskins and Joshua Munson immediately go into the office and write their written reports of what happened. As I went to finish tying the plane down Mr. Hoskins was trying to come out to the plane and inspect it. He said to me that he wanted to check the fuel in it. I then asked him to go back inside and finish writing his report without allowing him to check the fuel. I had talked to Marc Hogue, the owner of the aircraft, and Brad Legan, the airplane mechanic. Both of them were on their way to inspect the aircraft. In the meantime, both Mr. Hoskins and Mr. Munson had finished their reports and again I had caught them trying to sneak out to the airplane to check the fuel. During that time, Mr. Hoskins and Munson were discussing the incident laughing together about it and the damage to the aircraft. At that time, I became frustrated at both of their lack of seriousness over the matter.

Once Marc Hogue returned to the airport, he, myself, Joshua Munson, and Roberto Hoskins had sat down to read their written reports as well as listen to their oral recaps of the incident. When we read both reports neither of them had mentioned that they had pre-flighted the plane nor that when the emergency had happened that the Pilot in command, Mr. Hoskins, had touched the boost pump when

switching tanks back and forth. Mr. Legan had informed Marc Hogue and myself that he saw Mr. Hoskins get into the plane and takeoff without pre-flighting it or checking the fuel. When Mr. Hoskins was verbally describing the incident he said he had checked the fuel before departing. Mr. Hogue had asked him how much fuel was in each wing. Mr. Hoskins was unsure and kind of stuttered before answering and seemingly making up numbers. When Mr. Hogue told him that the mechanic informed us that he saw Mr. Hoskins never pre-flighted the plane, Mr. Hoskins and Mr. Munson both then admitted that they in fact did not preflight the plane, nor was the fuel checked.

It is my belief that Mr. Hoskins has done nothing but exhibit a poor display of his character and honesty in this matter. He seems more focused on doing whatever he can to save himself rather than taking responsibility for this incident. As I mentioned, this was a laughing matter to him and he never accepted any responsibility for his actions, even though he admitted to not checking fuel or preflight of the plane prior to ferrying it from one airport to another.

E-Sign: Cassandra Lynn Gray

Date: January 11, 2023

Kassandra L. Gray

Manager Skydive Phoenix, Inc.