



Mitch Rasmussen
Air Safety Investigator
AS - ANC

Date: 10/19/2023
Subject: WPR24FA014, Eyewitness
Contact: Christopher Blackburn

Witness was walking his dog about ¼ mile from the impact site; witness reported that he had a "perfect vantage point" of the accident. Described the airplane as flying low over the tress and wobbling its wings, in manner that made him think "these guys don't know how to fly", prior to the crash. Witness is not a pilot himself but lives close by and claims to see a lot of traffic coming in and out of KCMR; enough to note that the wobbling wings didn't appear normal.

Witness stated that the airplane only reached 100 - 200 feet above ground level, at a maximum, and began making a left turn towards Airport Road. Witness then stated that the airplane's engine shut off and the airplane fell straight towards the ground. Witness claimed that he was "100% certain" the engine shut off 3-5 seconds before impact.

Witness then got on his bike and rushed towards the scene of the accident to attempt to help but found that all three occupants were deceased.



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Date: 10/24/2023

Subject: WPR24FA014 - KCMR - High Density Altitude Operations

Contact: Mik Quesenberry, Director of Aviation Safety, Embry-Riddle Prescott

We were discussing Embry-Riddle Aeronautical University's (ERAU) approved cross-country airports list and dual-only airport lists when, without any prompting, they specifically brought up KCMR as a dual-only airport and later mentioned that they and their Chief were working on a 'study' of the airfield, drafting the performance data and density altitude operations sample for KCMR. I asked why KCMR was being highlighted so specifically, and they stated that, during the summer, they often can't get a 172 out of KCMR with more than a 50' - 100' clearance above the terrain on upwind. They also mentioned that their flight department does not trust students or renters to go into KCMR solo because, if anything happened regarding a loss of power or performance on departure, there is such a small margin of error to safely land off-airport - requiring decision making capabilities higher than what's typically expected of their students. They followed up by sending me a copy of the sections of the ERAU Flight Operations Manual regarding their approved cross-country and outlying airports. They also informed me that they will be sending along a list of why the "Dual Only" Airports are designated as dual only and the drafted 'study' on the performance data and density altitude operations from KCMR once they are completed.



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

Date: November 21, 2023

Subject: WPR24FA014 Memorandum for Record - Record of Email

Contact: Paul Suffern (NTSB Meteorologist)

- He determined that the density altitude was about 8,922 ft during the time of the accident.