



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

Date: November 20, 2023

Subject: WPR24FA037 Memorandum for Record - Record of Email

Contact: Erik Grosf (NSTB Chief Special Operations)

- Erik Grosf forwarded an email from NTSB eye-witness reporting.
- The following is a summary of the email from George Hody on Nov 17, 2023.
- He and a friend possibility saw the accident airplane briefing before the time reported of the crash.
- Weather conditions around and above the plane were IMC with almost zero visibility and approximately a 200-300 foot (over terrain) ceiling with light rain and little wind.
- The date and time were Wednesday, at approximately 2130 but that is not exact.
- We were close to MYF and saw the airplane through a short clear space in the fog.
- It was perhaps a hundred yards or less to the East of us. As the airplane broke into that brief hole in the fog, the engine sound increased substantially, and the airplane started a moderate climb.
- The following is a summary of the email from George Hody on Nov 20. 2025
- He forwarded comments left by Jack Brain Associates on the remarks section of the Aviation New Talk Podcast.
- "My buddy and I heard this guy coming into CCR Monday night. We were coming back from KSAC to KHWD and Centurion 1400 was attempting to land at KCCR. It was very clear that night and we could see CCR at least 20 miles out. The controller giving him vectors and pointing out the airport he could not have been more than a mile

away and he still couldn't find the airport in VFR conditions. It was so obvious he was not proficient. It's not at all surprising he couldn't shoot an approach."



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

Date: November 30, 2023

Subject: WPR24FA037 Memorandum for Record - Record of Email

Contact: Oded Moore (FAA ASI, San Diego FSDO)

- The following is a summary of the email sent from Oded Moore.

- He provided a statement from the flight instructor (Alex Prell) of the Cirrus that was behind the accident airplane on the ILS approach at MYF.

- On the night of November 15, I was flying back from KSOW to KMYF. From Phoenix to KMYF, I was in IMC conditions the entire time. As I was descending into San Diego, there was light rain and little to no turbulence. As I tuned to 124.35, the controller had me start to descend and I heard a clicking on the frequency as if someone was trying to turn on runway lights. As I was approaching the final approach course for the ILS, Socal gave me delay vectors telling me there was a Cessna on the approach I had to wait for before I could start my approach. She said she hadn't heard from the pilot and asked me to tune to CTAF to contact him. Immediately after, the pilot called back up on Socal to declare going missed. After ATC lost contact with the aircraft, I was cleared for the ILS approach where I followed it down without any problems and turned on the runway lights while I was still IMC. At 1,100 feet MSL I broke out of the clouds and had the runway and all the lights in sight. I landed without issue.



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

Date: December 1, 2023

Subject: WPR24FA037 Memorandum for Record - Record of Email

Contact: Betty Koschig (NTSB Senior Air Traffic Investigator)

- The following is a summary of the email sent from Betty Koschig.
 - N1400 ran out of fuel after a missed approach at the Montgomery-Gibbs (MYF) Airport and crashed approximately three miles west of MYF. N1400 was the subject of an ALNOT. ATC services were provided by Southern California TRACON (SCT).
 - The traffic volume was light with moderate to high complexity.
 - The weather was reported as wind 030 at 4 knots, visibility 3 miles, a broken ceiling at 500 feet, 1,200 feet and overcast at 1,700 feet, with light rain and mist.
 - There were no equipment outages.
 - Due to weather conditions at French Valley (F70) Airport, N1400 diverted to the McClellan-Palomar (CRQ) Airport. Because of the ILS outage at CRQ, N1400 elected to divert to Montgomery-Gibbs (MYF) Airport for an ILS Runway 28R Approach. After being cleared for the ILS Runway 28R Approach at MYF.
- N1400 was transferred to the CTAF frequency, the controller attempted to contact N1400 when they drifted off the localizer, with no response. The controller requested an uninvolved aircraft (N184CZ) to change to the CTAF frequency to advise N1400 they were south of the final approach course. As N1400 overflew MYF at 600 feet, they began to climb and re-established communication with the controller.
- N1400 reported they were on a missed approach because they could not see the runway. The controller issued N1400 a Low Altitude Alert and asked the pilot their

intentions. N1400 requested another approach and advised they were running low on fuel with approximately 10 mins worth remaining. N1400 then began a series of erratic turns with altitude changes between 1,000 feet and 3000 feet and advised they needed to make an emergency landing. The controller issued N1400 the MVA, several instructions to climb, and a heading eastbound reference terrain. When N1400 reported they were out of fuel, the controller advised them of a runway two miles east of their position with no response. As N1400 descended through 400 feet, radar contact and communications were lost.

- The MYF tower facility closed prior to the event and The Pilot Controlled Lighting System was engaged prior to facility closure.

- The Runway 28R Approach Lighting System - Runway Alignment Indicator Lights (RAILs) were out of service per NOTAM; however, this did not change the minimums for the approach.