



RECORD OF CONVERSATION

All persons listed were interviewed by Zoë Keliher:

The following is a summary of conversation:

VERONIKA MEDEOVA

Please see a witness statement from Clyde Norton attached.

I was sitting in Top Flight's office when I saw the RV taking off rwy 7. I saw the airplane flying closely about the trees at the upwind rwy 7 and barely making it over the rock dam. Seconds later I saw a dark smoke. I announced on CTAF an airplane crash and its location and we rushed to the crash site where we saw that Corona FD already beat us to it. We made room for them and when more rescue vehicles came to the scene we drove back to the airport.

JASON RAMIREZ

Here is a witness statement regarding the aircraft crash at Corona airport on December 16,, 2023:

On Saturday, December 16, 2023 at approximately 11:40 a.m, I entered the traffic pattern to land at Corona airport. I was flying a Cessna U206G, tail number N61PT. I landed behind a twin Cessna, and in front of a blue and white high wing aircraft, I believe it was a tail dragger, possibly a Cessna. I do not remember seeing any other aircraft or hearing any calls on the radio. Air traffic in the pattern was light at the time. Aircraft were all landing on runway 07. The winds were calm to light, temperature was cool, probably around 75°, but I don't remember exactly. After landing, I taxied back to the hanger located on the east end of the airport, second row of hangars from the east end. The hanger where we park the aircraft is on the end closest to the runway with the "Wings of Faith" sign. As soon as I shut the engine off, I seen a gray colored experimental RV, flying east bound on runway 07. The aircraft was flying approximately 5 feet off the ground. The aircraft was going too fast to land with the amount of runway left, but seem to be going too slow to climb. The pilot appeared to pull back the power and try to land and then appeared to apply power to attempt to go around. I had noise canceling headphones on, so I could not hear the engine, I could only see the airplane maneuvering. The pilot was close to the end of the runway so I knew if he would have attempted to land he would have skidded off the runway. I could not see where he went because of the hanger, so I exited my aircraft and ran to the end of the hanger where I could see east. I could not see the aircraft in the air or on the ground, nor could I hear the engine. The aircraft suddenly appeared in view on the other side of the dirt dike that is located on the departure end of runway 07. The airplane was struggling to climb and had a nose up attitude. The aircraft was barely maintaining altitude. At this point, I knew the airplane was going to crash so I immediately called 911. As I was waiting to get through to the 911 dispatcher, I observed the aircraft continuing to struggle in a nose up attitude, while the aircraft slowly drifted to the left and further from the airport. The aircraft continued in this position until it was out of view. I heard a loud pop which was immediately

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followed with a plume of black smoke. I have heard an Aircraft impact the ground before, and it made the same exact sound. I informed the 911 dispatcher that the plane had crashed.

CLYDE NORTON

Aircraft Incident 12-1623(KAJO)

On Saturday, December 16th 2023 at approximately 12:35 P.M. I was observing the departing and arriving aircraft from the second story floor directly in front of the Top Flight Aviation office. I observed a "Vans RV" type aircraft start its takeoff(Eastbound) from runway 7 at Corona Municipal Airport. Before the aircraft was one quarter the way down runway 7 I heard the aircraft engine sputtering. As the aircraft progressed down the runway, the engine sputtering continued and the airspeed of the aircraft appeared to be too slow for liftoff. With only 200-300 hundred feet of runway remaining, the aircraft did lift off and was clearly unable to climb. The aircraft barely cleared the rock berm to the East of the airport. After the aircraft cleared the rock berm it appeared to descend. I lost sight of the aircraft for several seconds when it appeared again in an attempt to climb. During this time, I noticed the aircraft making slight turns to the left and right. Finally, the aircraft again started to descend out of view. Several seconds later I observed a large plume of black smoke. Please reach out to me if you have any questions.

PHAT VU

According Mr. Vu, an RV-8 builder and pilot, it is common practice to keep the top tab lifted up when on the ground to help it vent (reduce the pressurization from heating on the ground).

MONA

-Recording of N6948L audio on day of accident at KAJO

*note primary sound is take/off, a nearby idling aircraft becomes the primary sound at the end once N6948L's engine goes silent. At the time of this recording, the aircraft had been spotted on the final 1/4 of the runway, iphone was then taken out immediately and aimed at where the aircraft should have been/was expected during the upwind leg. The aircraft did not gain enough altitude to be seen above the single-story hangars.

I took my phone out to film because I knew Dave as a fellow EAA member. He did not know I was there and I did not know he was there that day. When I turned around (and happen to see him take off -I recognized the unique paint job immediately as he had posted the draft of it on Facebook for everyone to see) I took out my phone to record what I could, with the intention of sending it to him to say "Ha Dave, I saw the new paint first". As far as I knew that was the first take off following his new paint job.

I didn't think anything was off until my phone didn't catch him in the frame....he should have been higher than those hangars that blocked my view but he never got there.

It wasn't until I played things back in my mind that realized; it was strange that he was not off the ground by the time I saw him towards the final 1/4 end of the runway. And also, the plane just didn't sound like it was at full power. I played back my video/audio and yes, the audio accurately reflects what I heard-an engine not at full power.

CODY REYNOLDS

On December 16th, 2023. I was standing at midfield at Corona Airport (KAJO). I witnessed what looked like an RV-4 aircraft takeoff and crash off the departure end of runway 7, at AJO.

I saw the aircraft taxi from a row of hangars near mid field towards runway 7. As it taxied Infront of me on the taxi way I noticed it because it had what looked like a new paint job. The engine and aircraft taxied normally and nothing unusual could be seen or heard during its taxi. There was one occupant in the aircraft.

The aircraft conducted some type of preflight checks prior to departing Runway 7. I watched the aircraft take runway 7 and apply takeoff power. Within approximately 100ft of applying power, the pilot raised the tail and attempted to accelerate on the main wheels.

The location I was standing at, on the airfield is about 1,000ft from the starting point of runway 7. As the aircraft approached me and passed me it was not accelerating. The aircraft appeared to be doing about 40kts with the tailwheel off the ground. As the aircraft passed Infront of me from left to right you could hear the aircraft was not operating properly. It had some small backfire noises and did not sound like the engine was developing full power.

As the aircraft continued to roll on its main wheels past the midpoint of the runway, I thought they would have aborted the takeoff if attempting to takeoff. Or if conducting a high-speed taxi terminate the high-speed taxi. The aircraft continued all the way to the very end of the runway with the tailwheel off the ground not accelerating. Towards the end of the runway the pilot abruptly pulled the tail to the ground and the aircraft began to fly in a slow shallow climb.

Once the aircraft was airborne it never exceeded ground effect or more than 20ft above any ground surface. The aircraft climbed over the fence and berms at the departure end of runway 7. The pilot made a shallow left turn momentarily and then a shallow right turn. Once the right turn was started the aircraft sank out of my view and disappeared below the large berm to the east of the airport. After losing sight of the aircraft approximately 30-seconds elapsed, and I saw a black plume of smoke to the right of the last sight of the aircraft.

The Weather conditions of the day were clear skies and light winds at the time of the crash favoring runway 7.

KENTARO LUNN (SON OF PILOT)

I had a conversation with Robert Rosebrugh and my great Uncle Basil who mentioned the same thing regarding the fuel tank. Robert met someone who was at the airport my dad took off, who was an RV8 builder himself.

On the flight to the paint shop from Oxnard to Corona (flight prior to the accident), my dad apparently had flown with only one of two tanks due to a leak in one fuel tank. I believe a repair was

done at the paint shop to address this. The day of the accident, there was no confirmation as to whether he refuelled before take off.

PAUL VAWTER

1. Close to completing plane fuel pump did not produce required pressure, i think the plane inspector from Mojave that built an RV plane required Dave to run pressure test on fuel pump, pressure was not sufficient so Dave ordered a new fuel pump.
2. Dave mentioned metal fuel line to motor was a difficult path that required multiple bends when routing fuel line.
3. Dave was unsure of amount of baffles needed and their location on fuel tank. I assumed he had tank/tanks custom fabricated.
4. Dave mentioned a popular product that he was going to use that simply brushes on the inside of fuel tank to assure no leaks. I'm pretty sure this product was recommended on the RV builders forum he was on.

ILIO PACCIARDI (PAINT SHOP OWNER)

The Corona Air Paint manager stated that he had been in contact with the pilot for some time before the accident. The pilot reported recurring fuel leaks from the wings that he needed to correct before paint could be applied. He told the manager several times that he was locating the leak and pressure-testing the tanks prior to flying the airplane to Corona.

The manager stated that the pilot later ferried the airplane to Corona. For experimental airplanes, the shop does not perform reassembly. Instead, the shop provides a dedicated hangar that pilots use to disassemble their airplanes before paint and to reassemble them afterward. The manager observed that the pilot took a few days to complete the reassembly. He did not think the pilot added fuel before departure, although he was not certain.