

Fabian Salazar
Air Safety Investigator
Western Pacific Region

Date: December 17, 2023

Subject: WPR24FA057 / Record of Conversation

Contact: Curt Anderson & Barbara Anderson, Airplane owners,

In an interview with Mr. and Mrs. Anderson, Mr. Anderson stated that he and his wife were the sponsor of the pilot [Mohammad Hussein Musawi]. The pilot was an Afghanistan refugee and was also a former pilot for the Afghanistan Air Force. The pilot had lived with the Andersons for about 18 months. Mr. Anderson stated that they were asked to host the pilot about 2 years ago. One of the pilot-rated-passengers, Mohammad Bashir Safdari, also lived in Independence, Oregon. The other pilot-rated-passenger, Ali-Jahn Ferdawsi, lived in Salem, Oregon. All were Afghanistan refugees and former Afghanistan Air Force Pilots.

The pilot was undergoing training for future aviation employment. He had earned his private pilot certificate and was continuing with his training to get an instrument airplane rating and commercial certificate.

According to Mr. Anderson, the pilot went to the McMinnville Municipal Airport (MMV) McMinnville, Oregon, to practice approaches for an upcoming instrument check ride. Mrs. Anderson stated that he was not practicing approaches but training so that he would be familiar with the area where the check ride would occur. She stated that the pilot had an issue on his private pilot check ride where he had to divert to Sheridan and did not know where it was. He had to re-do his check ride as a result.

According to the Andersons, the pilot was on the airplane's insurance policy, and he used it for his private pilot training and private pilot check ride. He was using it for his instrument rating and commercial certificate.

When asked about the airplane, the owner stated that he purchased the airplane in about 1985. He stated that he thought the engine was last overhauled right after he

bought it. It was overhauled by Salem Air. For the last nine years, Robert Reid had done the annuals. The last annual inspection was completed in February 2023. There was no engine data monitoring system in the airplane and the engine was a Continental O-300D engine.

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Contact: Michael Short / Flight Instructor

Mr. Short was the pilot's flight instructor, from private pilot to present. According to Mr. Short, the pilot wanted to work his way through the US pilot certifications. He had earned his certificate through the Czech Republic and flew the Cessna 150, 172 and 208 but was never issued an ICAO license. He then went into the military. He flew Cessna 208 cargo and had about 1200 flight hours in the Cessna 208. Mr. Short thought that he was a good pilot but had issues with his verbal communications. He was very good with the Garmin line of instrumentation. He said that the accident airplane had a Garmin 750 system, and the pilot knew it well.

Mr. Short explained that they had trained at MMV before and the examiner, who would be giving the pilot his instrument check ride would be using MMV and the Salem airport [McNary Field Airport (SLE) Salem, Oregon]. He said that he took the pilot to MMV, and they ran through about three approaches there, a hold, and a DME arc approach. He said that he was trying to keep the pilot current on approaches because his check ride wasn't going to occur until after Christmas. On the day of the accident, the pilot wanted to fly but Mr. Short was busy. The pilot asked if he could go to MMV for approaches with Mr. Bashir as his safety pilot. Mr. Short stated that that would be legal as they were both pilots with current medicals and Mr. Bashir had his instrument rating. The flight instructor understood that the flight would be practice approaches conducted in VFR conditions.

Mr. Short watched the airplane on FlightAware and reported that they did the exact same thing as the day that he took the pilot to MMV and flew the approaches. He said that on the training flight with the pilot, they did the ILS for runway 22, got vectored around, then did the RNAV for 22, and some partial panel on one of those two

approaches. He said that they did the missed approach (for an unspecified approach) and then did the hold, and then he had him go to COGOK intersection for the DME arc. (VOR.DME B). The pilot landed at MMV.

On the evening of the accident, Mr. Smith noticed that fog had appeared at the Independence State Airport (7S5) within a half hour [of the pilot's departure]. He said that the TAF reported that the fog would come in about 2000. Mr. Short called the pilot, and the pilot stated that he was on the ground at MMV. Mr. Smith told him not to come back to 7S5 because there was fog on the ground. The pilot asked how bad the fog was. Mr. Short then walked outside, looked, and told the pilot that he estimated the visibility was about 500 ft. The pilot stated that he had plenty of fuel and that they would fly over and see how it looked, if that didn't work, they would fly into Salem (SLE) because SLE was reporting VFR, and if that didn't work, they would fly back to MMV. The pilot also stated that they were picking up Ali (the second pilot-rated-passenger). Mr. Short stated that it was 1555 and sunset was at 1630. He watched the airplane's progress on ADS-B. He watched the airplane return to 7S5 and enter the traffic pattern about traffic pattern altitude (1200 ft msl). He stated that when he looked at the ADS-B again he saw the traffic pattern had looked "a little wonky" and as he was sitting on the couch, he heard a loud pop and the electrical went off. He drove over to the owner's hangar to see if they were putting the airplane away. The airplane owner had done the same thing and also called the police. He said that they were near the runup area and that they could see the flashing lights and the fire burning, about 500 to 700 ft away.

When asked, Mr. Short stated that the runway had lights, but the PAPI had not worked for the past five years. He stated that the runway lights were pilot controlled, but the power had gone off, so they were not on at that time.

Mr. Short stated that on the instrument check ride, the pilot failed the ground portion of the check because he incorrectly computed his weight and balance. Mr. Short stated that his DPE was Mrs. Lisa Dahl.

Mr. Short stated that the pilot was under stress due to the funding for his fly training. He stated that there was a need to get as much flying as they could before the funding ran out for the year and they were dealing with a lot of adverse weather. Mr. Smith stated that he did talk to the pilot about putting the flight training on hold because they were not going to make the training goals and then he could concentrate on saving money to get his family over to the US. The pilot was not receptive to the suggestion.

Mr. Short stated that the DPE called him and explained her concern that he may not be capable of passing his instrument check ride. She seemed to think his English

wasn't good enough. The concern was that if he failed again and it was due to English language issues, he could lose his private pilot certificate. Mr. Short explained this to the pilot, and he disagreed and wanted to continue training.



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Contact: Barrett Nutsch / Nutsch Aviation

In an interview with Mr. Nutsch reported that he was just leaving work when he heard a loud pop. He then got a call from his girlfriend who told him that the power had gone out. He then got another call and was told that an airplane had crashed. Neither he nor his dad could confirm the status of the runway lights before the power went out.

Barrett stated that the runway lights work and that they are on a 3-5-7 pilot-controlled lighting system for low, medium, high intensity. He got confirmation from his father that there are green threshold lights but no red lights on the end of the runway. He said that the only red lights are on the pole near the accident site and on a hangar.

From: [Erik Groszof](#)
To: [Fabian Salazar](#)
Subject: FW: Crash of 3992L at 7S5
Date: Tuesday, December 19, 2023 1:40:55 PM

Hi Fabian,

Happy holidays!

This came into the witness email box today.

Regards,

Erik

From: Josh Hadachek [REDACTED] >
Sent: Tuesday, December 19, 2023 3:34 PM
To: eyewitnessreport [REDACTED] >
Subject: Crash of 3992L at 7S5

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I was informed today of an article in the news concerning the crash of the Cessna at Independence, and the article mentioned that information may be helpful for the investigation. I have a hangar on the South end of the airport next to the hangar that Mohammad was using (Curt's hangar) . I was in my hangar working when the crash occurred. I may not have a lot of information, however I can supply what I know.

In my estimation it was a little after 4:30 PM when it occurred. The lights in the hangar flickered off and on about 3 times, and while that was happening there was some bright white arcing of light outside that came through the skylights of the hangar which coincided with a very loud explosion. I immediately thought it was a nearby electrical transformer that had exploded, as I have experienced that previously. I went outside to look around and met the other hangar neighbor (Bobby) who happened to be there and outside as well. He also assumed the same thing I did, and we talked about the fact that there is a nearby electrical transfer station and that it must have been the source of the explosion. Amazingly, the electricity came back on in just a few minutes, and we both took the opportunity to close the doors and turn off electrical equipment as we believed it would be shut down again soon for repairs. I then left to go home as it was dark out. Only at that time as I was leaving did I remember that I had earlier had the scanner radio on in the hangar and had heard

Mohammad make a call that he was approaching Independence. This made me give some thought to the possibility that he had crashed and was in fact the cause of the electrical flashes and explosion, but I had hoped not. When I got home, I did some searching on the internet and found out sadly that that was the case.

Please let me know if I can be of any help.

Thank you,

Josh Hadachek



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