



Scott B. Johnson
Air Safety Investigator
Western Pacific Region

Date: 01/31/2024 2:00pm

Subject: WPR24FA080 / Group conversation N30AK

Contact: Geston Garcia
Taylor Kim
Juan Revera
Mike Dempsey

N30AK last annual and condition inspection was performed Pacific States Aviation (PSA).

Their maintenance hangar was located near 19L enabling the PSA employees clear view of the runway. They all stated that "All N30AK's pilot ever did on a cloudless day was short approaches." Full power up to pattern altitude then cut the engine, with a steep approach, touch down and takeoff again. Repeatedly, he never went anywhere, just left traffic 19L.

The last work orders they performed included installing a battery, tire and a left brake liner. During the work they found his magnetos timing was "way" off. He was notified of the left fuel quantity gauge not being operative and a hole in the bottom cowl, but did not authorize those repairs.

His wife did not like to fly with him. One employee said he saw her fly with him once.

When he bought fuel, he would not always top off his tank.

Asked if there were migratory birds around the field. No one remembers seeing any. They all thought he was a very capable pilot.



Scott B. Johnson
Air Safety Investigator
Western Pacific Region

Date: 02/08/2024 2:45pm
Subject: WPR24FA080 / Phone conversation
Contact: Carl Sakofsky

Carl's location was between the second and third green approaching the third green at the Buchanan Fields Golf Course.

He watched the pilot take off.

The airplane was straight, and level and the engine started to stall then it started up for brief second or two before stopping again. The nose then pointed straight up ascending into the sky. The plane then turned to the left pointing to the ground tail pointed skyward and, in a counter, -clockwise rotation of the tail downward as it slipped behind the trees. We then heard a plastic or metal sounding splat type crash.



RC ELECTRIC INC.

Plane Crash Report

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Fatal Plane Crash at Diamond Blvd and Concord Ave on Jan. 30, 2024

I am a business owner in the area, I believe this is the airplane and pilot that I have witnessed personally for the past 4 – 5 years do touch and go landings and take offs. This has been witnessed as a take off and to the south and circle east and at approximately over Burnett Ave / Commerce Avenue the pilot would kill the engine (not throttle down) and glide into the airport. This would occur daily 4 -5 days a week for approximately an hour in the mornings at the time this crash happened. We business owners were concerned something like this would eventually happen. I called the airport several times to report this activity and they downplayed the activity. Well, it happened and thank God there weren't more injuries or fatalities. I know a touch and go may be a practice, but this seemed like a joy ride daily and especially for an elderly man. I hope this kind of activity will be closely looked at and the airport stops allowing this.

Sincerely,

[REDACTED]

Rick Crowell
President

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
Subject: Eyewitness

Hello,

This morning I received a call from Carl Sakofski. He witnessed the incident that occurred on Tuesday. He wanted to share what he observed from his vantage point in hopes it will assist investigators to understand what happen that day. To make a long story short, he was at the golf course when the incident happened. He said, he heard the engine stall out but eventually started back up again. Then he saw the plane ascend rapidly before he heard the engine stall again. I referred him to get in contact with the FAA. His contact information is listed below if you have any questions for him.

Carl Sakofski
[REDACTED]

Mohammed Tucker

Airport Safety Officer III, A.C.E., A.M.F

Buchanan Field and Byron Airports

Contra Costa County Airports
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

Subject: Plane crash concord ca

[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.

I was walking to my car to get my shoes and I heard the plane going over our building at 1130 Burnett ave. The engine sounded weird and then all of a sudden it cut off and the plane started to go down.

Cassandra Raney

[REDACTED]

Sent from my iPhone

[REDACTED]

Subject: N30AK KCCR 1/30

[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.

Good evening,

I was told to submit a report on the 1/30/24 incident involving a Van's RV aircraft N30AK. I am an instrument-rated private pilot who works at the Concord Buchanan Field (CCR) airport as a line tech. The FBO I work at, Pacific States Aviation, takes care of that aircraft (N30AK), so I knew the pilot, Jack for about a year from working there, and I would transport his plane to the ramp and fuel him regularly. He flew quite often, sometimes every other day, and would fly almost exclusively in the pattern. I understand Jack was very experienced and had prior experience as a firefighter pilot.

Today, he was flying the pattern as usual and I heard him take off after a routine touch and go. While on the south end of the field, I noticed an unusual sputter noise followed by silence. I turned to look and saw the aircraft taking off from the North at a low altitude with no power, slowing, and in a nose-up attitude from the climb. The aircraft pitched down momentarily and the engine started again. I then noticed the aircraft pitch up and yaw/bank toward the runway, while simultaneously losing power to the engine, which I could tell based on the sounds and propeller movement. The aircraft slowed to a stall and nose dived straight into the ground from several hundred feet in the air. I did not notice any smoke or see any fire. My coworkers and I made attempts to call 911, but the line was busy. First responders and emergency vehicles rushed to the scene shortly after, so no further attempts were made.

I hope this information might help you in your investigation, and wish you the best of luck. Feel free to contact me at the information below.

May Jack rest in peace.

Mark Hockel
[REDACTED]

[REDACTED]

Subject: 1030 am pdt single engine plane crash in Concord, CA (KCCR) on Tuesday, January 30, 2024

[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.

Dear NTSB,

I witnessed this airplane take off to the south on Runway 19R from KCCR this morning, apparently have engine trouble at an altitude of a few hundred feet, momentarily seemingly get restarted and then have engine failure again, stall and turn with one wing down and fall nearly straight down out of the sky. My flight instructor and I were sitting just to the east of the takeoff runway and facing to the south doing preflight on our aircraft for departure, and we witnessed the entire tragic event. Due to trees being between us and the crash site we did not see the plane impact the ground. I am pleased to give a statement on this awful event if you all would find it useful, and I can best be reached on my mobile phone at (415) 793-7200. Thank you.

Phil

We moved our office effective January 1, 2024. Please make note of our new address below, and the balance of my contact information remains unchanged.

Phillip S. Estes
Horizon Holdings, LLC

[REDACTED]

Scott,

Thanks for your note. The plane stalled, went left wing down, seemingly tried to turn and ended up doing essentially a 270 degree turn around the vertical axis before it went out of sight near the ground. Thanks.

Phil

We moved our office effective January 1, 2024. Please make note of our new address below, and the balance of my contact information remains unchanged.

Phillip S. Estes

[REDACTED]

Subject: Airplane crash

[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.

Hi, I am not sure how much help this will be. I was pulling out of the Target parking lot and witnessed the plane nose diving down and spiraling very quickly. I did not have time to pull out my phone to record as it happened very fast. Then it went behind trees so I couldn't see it after that, I didn't see smoke so I didn't think it had actually crashed until I later saw the reports on it.

Renee Mosley
[REDACTED]

[REDACTED]

Subject: Buchanan plane accident

[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.

Hi,

I was golfing this morning at Buchanan golf course and was on the putting green of hole one when I heard a plane overhead and then suddenly went it went quiet. I turned and saw the plane had stalled as it was flying from the airport over the golf course. It was not very high in the air. The pilot was able to start the engine again and the plane rose up a bit more in the air until the engine turned off again. It appeared that the plane took a hard turn to the left and then straightened into a vertical descent, or nosedive. Then there was a loud thud as the plane hit the ground.

RIP to the pilot. It was horrible to watch and I wish there could have been a better outcome.

That's my account, if it is any help to your investigation.

Teresa Roebuck

[REDACTED]

[REDACTED]

Subject: Small Plane N30AK Crash near CCR on January 30, 2024

[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.

To Investigation Team:

RE:

Small Plane N30AK Crash near CCR on January 30, 2024

My house is 0.5 mile (straight line SSW) directly in line from the takeoff runway at Buchanan Field (CRR) in Concord, California. I work from home and am accustomed to hearing planes taking off, landing, and circling overhead.

At mid-morning on January 30, 2024, I heard significant, very unusual, loud sputtering and popping sounds coming from a small plane circling low overhead or very close to overhead. The sounds also included the engine going quiet (coasting?) followed by more popping and backfiring type of noises. I believe I heard the plane circle around more than once, with the plane disappearing for a little bit and then reappearing again for another circle. At the time, I thought either the engine was having trouble and the pilot was trying to work it out, or the pilot was doing a practice stress exercise of some sort. It sounded like the plane was circling towards the north.

Looking back, and due to the timeframe, location, and troubling plane engine sounds, I believe the sounds I heard were coming from the small plane N30AK shortly before it crashed, and therefore wanted to report this to you.

I did not check the time on a clock. I don't think I heard or recognized the crash sound. I did not see the plane. My window faces south.

For your investigation purposes only, my home is located at the intersection of College Drive and College Way in Pleasant Hill, on the border of Concord.

I don't think I have anything more to add, but you're welcome to contact me if needed. Please respect my privacy and do not share my name, address or contact information with anyone outside your investigation team or in any public report.

Kind regards,
Shari Adkins

[REDACTED]

Subject: Small plane crash

[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.

Hi there, I saw that the ntsb asked that if anyone witnessed anything about the plane crash in Concord, CA to send an email.

I did not witness the crash but going into Sam's club I heard his plane and turned to watch. I saw it was the touch n go plane we see all the time, but this time he seemed to be slow and low and his plane was louder than usual. Enough that we stopped and watched him. When we came out about 10 mins later, we were shocked to see his plane crashed there. Call if you need to

[REDACTED] Beverly.

Sent via the Samsung Galaxy Note20 5G, an AT&T 5G smartphone

ROC Awareness Time:	2024-Jan-31 18:10
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Robert Obrien [REDACTED]

Caller stated he witnessed Vans RV-6, (N30AK) crash from the golf course. Heard the plane sputtering as the aircraft cleared treetops, the engine stalled and lost power. There was no longer any sound as the aircraft rotated to the left and dropped from the sky and crashed onto the road not far from where they stood on the golf course. Caller stated it appeared the pilot purposely guided the plane to the left to avoid colliding with buildings.