

Scott B. Johnson
Air Safety Investigator
Western Pacific Region

Date: 7/15/2024

Subject: WPR24FA227, Memorandum for Record

Contact: [REDACTED]

The following is a synopsis of the information provided by [REDACTED] in a telephone conversation.

[REDACTED] and his passenger [REDACTED] were traveling along Holmansville Road when they recorded a video at approximately 5:30 p.m. showing N969RC parked alongside the roadway. They reported observing no individuals in the vicinity of the airplane. When asked whether anything unusual was visible, including a red flag or other object hanging from one of the wings, Jordan stated that he did not notice anything noteworthy. However, both occupants recalled windy conditions in the area, possibly 5 to 15 mph, gusty and both reported observing active dust devils that day.

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Western Pacific Region

Date: 7/09/2024

Subject: WPR24FA227, Memorandum for Record

Contact: Property caretaker [REDACTED]

The following is a synopsis of the information provided by the property caretaker of the accident site in a telephone conversation.

The property caretaker was asked if he had seen the accident airplane the day of the crash. He stated that he did not but remembered a red and white colored airplane landing on Holmansville Road on other occasions. He remembered the winds as gusty the day of the accident, which was common of the area and said winds often spring up to more than 60 mph.

Scott B. Johnson
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Western Pacific Region

Date: 7/10/2024

Subject: Phone conversation, Memorandum for Record

Contact: [REDACTED] N969RC co-owner

The following is a synopsis of the information provided by [REDACTED] in a phone conversation.

[REDACTED] co-owned N969RC with the deceased pilot. [REDACTED] spoke to the question of a flap issue with the airplane. It turned out to be the flap switch which was repaired a few months ago and no mechanical problems existed with the flaps prior to the accident. It was normal to take off and land the airplane with zero flaps. The engine was due to be replaced but it was running fine and had no issues.

The fuel tanks were typically flown with half tanks which equaled approximately 7 to 10 gal, with a 5-gal storage container in the airplane. Fuel was never a problem with this airplane. [REDACTED] did not believe [REDACTED] ran out of fuel.

I mentioned that the nearby land caretaker stated it was very gusty that day. [REDACTED] said, [REDACTED] would land and depart to the north normally, always facing away from the southern rising terrain. The gust lock was found about 20 feet from the airplane crash site. I asked if it could have bounced out of the airplane upon impact. [REDACTED] said, normally, if it had been removed before flight, it would have been placed in a storage compartment bag with the pitot static cover and that it would not have bounced out. This storage place was to prevent airplane storage devices from becoming misplaced.

[REDACTED] liked the road he was observed on. He landed there often and would spend time hiking around the surrounding area before departing. [REDACTED] speculated the reason for the accident was that he put the aileron lock in place and did not take it off before he departed. [REDACTED] recalled sometimes that [REDACTED] would not do a preflight. At one time, he departed with

the static cover on. He was able to return to the airport, landed and removed it without incident.

██████ had had a severe heart attack a few years ago. He confided in me that he felt strong and was considering trying to get his class medical back. ██████ said he never noticed ██████ short of breath after physical exertion.