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All persons listed were interviewed by NTSB personnel unless otherwise stated:

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The following is a summary of conversations:

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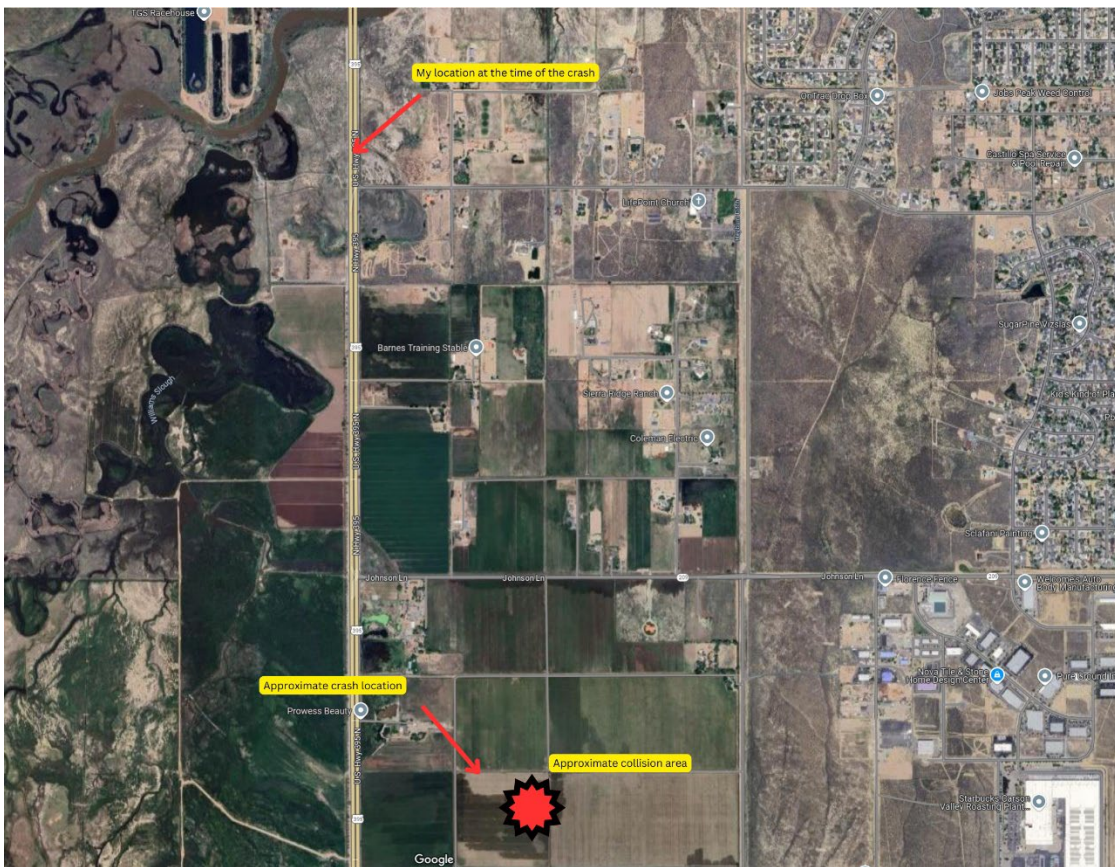
The pilot's friend stated that the pilot texted him the morning of the accident at 9:25 a.m. and stated that he was preparing to move his airplane to the Minden airport. The pilot asked for a ride back to his car at the Pinenut Airport, Gardnerville, Nevada. The friend replied that he was already at the Minden airport and would be happy to take him back. The pilot explained that he wanted to move his airplane to Minden before the storm arrived, as Pinenut has a dirt runway, and he didn't want it to get muddy before their up-coming planned fly-in at Jackson, CA. While waiting for the pilot, the friend heard that a Swift had crashed, and the timeline indicated it might have been the pilot.

The friend further stated that he knew the pilot well, having purchased his Swift airplane from him. The pilot was meticulous and consistently followed the same routines during flights. He described the pilot's typical flight path from Pinenut to Minden, which involved flying west initially, then north along the mountain range. Nearing the ski pools, the pilot would make a radio call to enter the 45-degree angle to join the downwind leg for Runway 34. The pilot would fly this 45-degree path, crossing over Highway 395, and then proceed with a close traffic pattern. The pilot typically flew about 200 feet above the traffic pattern altitude of 5,700 feet MSL. The friend emphasized that the pilot was diligent about listening for traffic and maintaining a constant lookout for other aircraft in the area. He added that the pilot often flew the friend's Swift airplane, and most ADS-B tracks for that aircraft could likely be attributed to the pilot.

[REDACTED]; WITNESS

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At approximately 9:46 am on Monday, September 16th, 2024 I was travelling southbound on highway 395 in Minden, just passing the intersection of 395 and Stephanie Way. I noticed a plane that appeared to me to be flying from the south almost directly in line with the direction that I was driving. Just a moment later, a large explosion drew my attention back to that location of the sky. This was a bright flash, followed by a deep orange fire and black smoke, with a plane spiraling straight down to the ground from the impact location. Immediately after the impact, I saw another plane flying west out of the fireball, which immediately hooked left and began declining in altitude. This second plane did not have any visible damage from the distance I was at. There was no smoke trail at all. The impact happened approximately 4,000 feet off of the ground. At the time of the crash, the skies were totally overcast. There was no noticeable wind on the highway, no sun glare, no rain, and the cloud level was much higher than the altitude that the planes were flying at. There was a slight bit of sun peeking through the clouds from the east, however not much.



On 9/15/2024 at about 9:30 a.m. I was traveling north on Hwy 395 just south of Johnson Lane. I happened to glance up in the sky about  $\frac{1}{4}$  to  $\frac{1}{2}$  mile to the northeast over a pasture and saw one very strangely shaped object in the sky to the east of the highway and northeast of where I was driving (that must have been the moment of impact). What I saw at first glance appeared to be an "L" shape. I glanced back at the road in front of me and then looked up again and saw two planes. Years ago, I had some training to pilot a Cessna and saw what I believed to be a Cessna traveling south with a smaller plane behind it to the north and slightly lower in altitude than the Cessna. Somewhat like the Cessna was towing a glider but not at the correct angle. It was at a distance, so I wasn't absolutely sure, but my first thought was maybe the Cessna had run over the cockpit of the smaller plane – but couldn't swear to that.

Within a second or two, the smaller plane took a nosedive straight down toward the ground. It started smoking, and flames began coming from the tail. I don't believe the cockpit was in flames at that time. About 200 to 300 feet above the ground, the plane pulled up and went into a pancake/flat spin. When the smaller plane was about 100 feet or so above the ground, I saw an object fly off the smaller plane. That object flew off to the west, but I did not continue to watch it. The smaller plane continued the pancake spin until it hit the ground, bounced, and exploded into complete flames. I believe when it hit the ground it was right side up, just based on the shape of what I could see.

Seconds after the collision, the Cessna made a hard bank to the east, leveled off its bank, dropped altitude, and continued in an easterly/northeast direction. At one point, I thought it was going to try to land in the field, but it continued on.

I tried to call 911, but couldn't get service. My phone says the call finally went through at 9:48 a.m., but I had to try several times to get through. When I got directly to the west of the crash site and began to stop, I noticed two pickups stopped on the east side of the road (but nobody out of their vehicles). Although I am trained in emergency first aid, I am 68 years old with a bad heart condition and knew I would never make it over the fence and out into the pasture to be of any help. Since others were already stopped and the plane was fully engulfed, I did not stop because I thought it more important to get the crash called in to 911. About another mile or so as I was past Johnson Lane, 911 finally answered.

I'm sorry, but I have no photos; I was too busy trying to drive in traffic and also see what was happening. Please let me know if you have any further questions.



Word on the street is , I was observing pilot training in a silver plane around 8:15 am on the day of the accident it appeared to be a white possibility of silver , on left hand flare out close to mountains on west side of valley ,I will take pictures after work today Subdivision I was working in digging foundation on lot 25 when I noticed low flying air craft Red dot indicates point where plane performed high banked left hand turn to avoid crash , wing span and with different than Cessna 210 appeared white could of bin silver 😞 it continued in a left hand turn in a complete circle and leveled out in the direction of air port

