



RECORD OF CONVERSATION

All persons listed were interviewed by Zoë Keliher:

The following is a summary of conversation:

[REDACTED]

I was in the hangar when I heard the report of a plane crash. I removed my skydiving equipment which took about 2 minutes, then ran to the scene which took another 2 minutes or so. The plane was upside down and resting on the canopy with the pilot still restrained but with his head pressed against the canopy. I checked for both radial and carotid pulses and couldn't find one so the decision was made to extricate the patient. Approximately 6 skydivers lifted the tail of the plane, and two additional ones were able to get the canopy off and release the patient's harness while we supported his body and head. We then had 4 people remove him from the cockpit and log roll him onto his back after which CPR was started. Total extrication time was about 5-7 minutes. We then performed about 4 minutes of CPR and the Mercy Air paramedic/flight nurse was managing his airway. After 4 minutes, we achieved return of pulses and the patient was placed on the monitor with intermittent bradycardia. EMS arrived about this time, followed a few minutes later by Fire. The flight nurse proceeded to intubate the patient, after which we placed him in a collar and on a spine board. He was then lifted onto a gurney, placed in the ambulance and transported to the waiting helicopter nearby.

[REDACTED]

I originally intended to include my photos and videos in a logical sequence with my email. Unfortunately I'm unable to download the photos from my iPhone to email format. I will provide the lengths of the videos that apply. I have been able to send the photos and videos to Mr. Swick.

At the time of the accident I was located on the tarmac near the midpoint of runway 02-20. My attention was directed to runway 20 as N630L was landing. I believe my attention was drawn by the initial prop strike (video 4:18). I did not witness the approach, round out, touchdown, or initial prop strike.

My eye witness account:

At the time I first saw N630L, the longitudinal axis of the aircraft was parallel to the runway. The aircraft was right of the centerline, veering right, and attempting to slow down. The aircraft then pitched forward and struck the propeller. [At the time I was unaware that this was the second prop strike. (Again view video 4:18)]. The aircraft continued to slide forward to the right edge of runway 20. As the aircraft departed runway 20 the nose dug into the gravel and flipped along its longitudinal axis. The full weight of the aircraft was absorbed by the cockpit canopy (Video 0:24, video 0:56). Skydive Mesquite was having a Boogie (large gathering). Multiple people from the drop zone

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responded to the emergency. I was third or fourth on the scene. By the time I reached the aircraft, it had already been determined that the pilot was unresponsive.

The canopy had significant damage where the pilot's head impacted, his headset was shattered, and there was blood on the canopy (again videos 0:24 and 0:56, and photos). Shortly after, initial responders from Skydive Mesquite were unable to detect a pulse. At this point multiple people lifted the tail of the aircraft high enough that the people tending to the pilot were able to open the canopy and extract the pilot. Originally it was unclear if the pilot's seatbelt was properly secured. I have been able to confirm that the pilot used the seatbelt, and that it was unbuckled in order to extract the pilot and conduct CPR. The aircraft was rotated 90 degrees from its original position to ensure the safety of the pilot as CPR was applied. (again, photos and videos).

At this point trained emergency responders from Mesquite, NV and Mercy Air took over the medical response (Fire, Police, EMT, Etc).

After the accident observations (video 4:18):

I tracked the tire tracks as far as I could. I do not know the initial touchdown point, I do not know if the pilot bounced the landing. The first point I could positively identify as N630L occurred approximately 1200ft from the approach end of runway 20. At that point the aircraft was on centerline, but there were clearly observable tire marks. Shortly after, the tire marks began to veer right. The point of the first prop strike is obvious (Again Video 4:18). It occurred approximately 1500ft from the approach end of runway 20. Tire marks continued on the runway. The second prop strike occurred approximately 150ft later. Markings on the runway indicate that the aircraft pitched forward again and slid on the prop / fuselage until it reached the right edge of runway 20. The aircraft exited approximately 1800ft from the approach end of runway 20. Deep depressions in the gravel adjacent to runway 20 indicate the point where N630L flipped upside down along its longitudinal axis.

Here are my observations from the accident on 2/12/24 in Mesquite, Nv:

I did not witness the crash, but no one was at the crash site yet when I first became aware of it from our hangar nearest the crash site.

When I arrived to assist, the pilot had been pulled from the wreckage and CPR was being performed on him by my flight crew. The plane was inverted and facing west. It was later brought to my attention that the plane had been moved from its initial resting crash position to facilitate removing the pilot. The actual crash position was with the nose of the airplane facing north/northeast (in alignment with the runway). He was landing on RWY 20, and his tire marks were visible on the runway, and showed they veered to the right approaching the dirt just off the west side of RWY 20.

While my crew was tending to the pilot, I noticed the power of the airplane was still on. I managed to reach up inside the inverted plane and turn the fuel valve to off, as well as the master switches which would have been on the starboard side of the plane. I believe there were 4 switches in total that I turned off. Because of the biohazards, broken glass, and my unfamiliarity with the layout, I was unable to determine exactly what the other switches were, notwithstanding the master power.

This particular plane had been doing multiple touch-and-go departures/approaches throughout the afternoon.

The pilot was still in his harness upside down. From the description given to me from my flight paramedic, he had to release him from his belt. But, prior to this, his face was pushed up against the cockpit glass rendering him unable to breathe. He was blue upon his arrival and during extrication, hence the need for CPR. I don't know if it's been determined if there was a medical emergency prior, but from what looked like an attempt to stop from going off the right side of the runway with potential skid marks, I'd say there was some sort of consciousness and acuity in his intent to stop.

██████████ (FEDERAL AVIATION ADMINISTRATION)

Mr. ██████████ stated he spoke with the pilot's mechanic, Mr. ██████████

Mr. ██████████ stated that the day prior (11 Jan 2024) to the accident, the accident pilot was complaining that the aircraft brakes felt weak. Mr. ██████████ noticed a drip coming from RH brake and as a result he replaced the o-rings, turned over the calipers, and replaced a brake line. He stated that the accident pilot was happy with the repair and that the brakes felt firmer than they were previously. The aircraft was not flown on this day.

On 12 Jan 2024, Mr. ██████████ stated that he and the accident pilot had lunch together and that the accident pilot appeared in good spirits and did not appear to be having a health issues. After lunch, he and accident pilot removed the aircraft from the hangar in preparation for flight. Mr. ██████████ said he told the accident pilot to be very careful on the first few applications of the breaks to allow the system to wear in after maintenance and to do at least three full stop landings. He said the accident pilot did a few taxi brake checks and apparently felt good about the brake system and subsequently took off into flight. Mr. MacLennan witnessed several take-offs and full stop landings prior to the accident landing. He did not witness the accident landing which led to the aircraft flipping over off of the runway. His evaluation of the accident scene leads him to speculate that the accident may have had power applied to the aircraft while applying brakes at the same. Reason unknown.