



Dan Baker
Senior Air Safety Investigator
AS-WPR

Date: May 5, 2025
Subject: WPR24LA125, Witness Record of Conversation
Contact: Richard Webb, Witness, [REDACTED]

Mr. Webb was a non-pilot rated passenger traveling with his cousin. They had stopped at the airport at Portales, NM and witnessed an accident involving a Cessna C-195, N2147C on April 8, 2024.

Mr. Webb stated that he and his cousin were flying back from Texas to Arizona and had stopped in Portales, NM to refuel. While on the ramp Mr. Webb observed the Cessna 195 start to taxi to the end of runway 19. He was very surprised because he thought it would be a downwind takeoff. According to the windsock there was a quartering tailwind [if departing rwy19]. Mr. Webb described the winds as being fairly steady without any large gusts. Mr. Webb and his cousin watched the airplane take off. He said the airplane came off the ground and drifted to the right off the runway before crashing.

Mr. Webb videoed the takeoff and accident and provided a copy of the video to investigators.

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Date: May 5, 2025
Subject: WPR24LA125, Witness Record of Conversation
Contact: Brent Webb, Witness, [REDACTED]

Mr. Webb was a pilot who witnessed an accident involving a Cessna C-195, N2147C, on April 8, 2024, at Portales.

Mr. Webb stated that he and his cousin were flying back from Texas to Arizona and had stopped in Portales, NM to refuel. While on the ramp he observed the accident pilot refueling the airplane and that he thought he topped it off. Mr. Webb observed what he thought was a large amount of luggage in the airplane as well as the three occupants, and thought the airplane would have been very heavy.

After the airplane left the fuel pumps, Mr. Webb's cousin asked "why is he going to that runway?" He told his cousin there was no way the pilot would take off from that runway because there was a quartering tailwind and the wind was gusting. He estimated the wind gusts were over 20 knots.

Mr. Webb observed the takeoff and he said the pilot had the tail pinned to the runway and had the elevator pulled full aft.

Mr. Webb said runway 08/26 was available at the time of the accident and he departed the airport a couple hours later utilizing that runway and avoided the crosswind.