

Witness written statement

Jared White

Hi there, I was witness to some of N52156's fatal accident this morning. I departed Nevada County (KGOO) in N416RB approximately 2 minutes before the accident. I overheard 156's pilot on the radio as he was approaching GOO. All radio calls seemed normal. I was taking off runway 25 (with a bit of a tailwind...usual practice at KGOO) and he was crossing over midfield entering left traffic for runway 7 while I was departing. He acknowledged seeing me(my plane) on the runway as he was crossing over the airport. I departed straight out and heard him announce his turn onto the left downwind for runway 7. He also announced turning left base for 7 and also acknowledged having me (departing traffic) in site a second time. (I was several miles west of the airport when he made his left base radio call) Shortly after turning left base for 7 he announced his engine had quit and made several mayday calls (I'm sure sure the exact words he used, but my impression from his initial call was that he had lost ALL engine power) I was over town and I immediately began a turn to the right in an attempt to see the airplane and saw the airplane on the left base leg for runway 7. It was difficult to ascertain his altitude and distance from the runway from my vantage point. Several seconds after his initial mayday call, he made another radio call and announced that his engine was out and that he would be looking for a field or he may have said "landing in a field" (again, i'm not 100% sure the exact words) I looked away for a moment and then spotted the airplane again pretty close to the trees, maybe several hundred feet above the tree tops traveling west (maybe 500-1000' north of the impact site) I looked away for a brief moment and then looked back and did not see the airplane in the air. I proceeded to fly over the site where I presumed he crashed. I quickly located the accident and noticed several cars stopping on the road and at least one person approaching the airplane. I did not see any sign of smoke or fire. The damage to the aircraft looked very significant from the air.

I'm not sure how helpful this will be. One unique part of my witness might be hearing all his radio calls? There was absolutely no indication of engine trouble until the first mayday call. For every radio transmission (even the last two) the pilot seemed calm and professional on the radio. Overall he seemed to have good situational awareness coming into the pattern this morning.

Please let me know if you have any questions or there is anything else I can do to help. I check this email regularly and can be reached by phone or text anytime at [REDACTED]