



RECORD OF CONVERSATION

Albert P. Nixon
Aviation Accident Investigator
Western Pacific Region

Date: April 9, 2015
Person Contacted: Mr. Harrison Ford
NTSB Accident Number: WPR15FA121

Narrative:

During a conversation with Mr. Harrison Ford, the following is a summary of what he stated:

- He was a private pilot with over 5,000 flight hours.
- He was type rated in the Citation C680, 525, and a rotorcraft.
- He owns eight or nine various types of airplanes.

- On the day of the accident:
 - He arrived at the airport around 1300 for a short flight.
 - His Director of Operations (DO) had the airplane serviced, fueled, and the oil checked.
 - He performed a walk around of the airplane, checking the flight controls, tailwheel etc.
 - He turned the oil shutoff valve on, closed the oil door and got into the airplane.
 - The DO primed the engine and he started it and let it warm up for about 10 minutes.
 - He taxied out and conducted a normal engine run up.
 - Following the run up, he proceeded to takeoff from runway 21 for a left closed traffic.
 - During the climbout, he maintained 80 miles per hour.
 - During upwind, while conducting a shallow left turn for noise abatement, at an altitude of 1,100 feet, mean sea level, the engine lost power, with no sputtering etc.
 - He was unsure if the propeller had stopped or not.
 - He looked back at the runway, declared an emergency, and initiated a turn towards the airport, to runway 03.
 - He estimated that he was in about a 15 degree bank, prior to the engine quitting.
 - He did not attempt an engine restart.
 - He recalled maintaining 85 miles per hour, after the engine quit.
 - He did not recall which fuel tank he had selected.
 - There were no previous warning signs prior to the engine losing power.

- He stated that he knew he was not going to make it to the runway.
- After he made the left turn towards the airport, he has no memory of anything until he woke up in the hospital.

- Mr. Ford stated he was well rested the day the accident and had mountain biked that morning.
- He slept normally the prior two days.
- He stated that he wore his helmet the day of the accident and tightened the strap to be one notch loose.
- He wore his lap and shoulder belt and adjusted them to a very snug fit.



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Date: April 9, 2015
Person Contacted: Mr. Nathaniel Minczeski (Director of Operations/Chief Pilot)
NTSB Accident Number: WPR15FA121

Narrative:

During a conversation with Mr. Nathanael Minczeski, Director of Operations/Chief Pilot and witness to the accident, the following is a summary of what he stated:

- The accident airplane was previous flown by the accident pilot about 1 week prior.
 - The airplane was fully fueled.
 - It was a normal flight with no airplane maintenance write-ups.
 - The engine made no unusual sounds that flight.
 - The flight was a local, pattern only flight of about 20 minutes.

- During flights of the airplane, he would accomplish full pre-flight and post flight of the airplane.
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- On day of accident.
- He accomplished a pre-flight of the airplane.
 - Fuel selector was in reserve.
 - Flight controls were checked.
 - Tire pressure was checked.
 - Fuel and oil were checked.
- The pilot arrived and did his own walk around.
 - He observed him position the oil valve on and secure the cowling.

- He moved the airplane and then pulled the prop through.
 - There was no oil bunched up.
- He assisted the pilot strapping in with his seat belt and shoulder hardness.
- The pilot was wearing a helmet and he assisted in plugging in his communication leads.

- He waited for the clear sign and primed the airplane on the left forward side.
- He stepped back to the wing tip to observe the engine start.
- He commented that the engine started right up to about 800-900 rpm.

After about 8 minutes of the engine running, he checked:

- The flaps were up.
- Does not recall the carburetor heat position.
 - He said that in the pattern, the pilot likes to fly with the carburetor heat on and the fuel selector in reserve.
- The front cockpit area was secured for solo flight.

- He had a radio to listen to the Air Traffic Control Tower transmissions.
- He drove a car to the front of the airport operations building to observe the flight.
 - He rolled down the windows in the car in order to hear outside better.
- He waited about 10 minutes for the airplane to take off.
- He observed the airplane takeoff and climb out.
- He heard the pilot transmissions on the radio declaring an emergency and to request landing on runway 03.
- He observed the airplane in a left descending turn.
- He could not tell if the airplane would be able to make the runway.
- He said that the airplane's descent angle was fairly steep and initially he thought the airplane was making power.
- He observed the airplane roll out wings level.
- He lost sight of the airplane as it descended below the horizon.
 - Santa Monica Airport sets higher than the surrounding area.

- He said that if airplane has not flown in more than 3 weeks, he would accomplish an engine run to ensure all systems are functioning properly.



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Date: March 30, 2015
Person Contacted: Dr. Sanjay Khurana (Witness)
NTSB Accident Number: WPR15FA121

Narrative:

During a conversation with Dr. Sanjay Khurana, witness to the accident, the following is a summary of what he stated:

- He was playing golf and coming off the 7th green when he noticed a group playing ahead of him, being motioned to move.
- About 30-40 yards away, he saw an airplane clip the tree with the right wing and then come straight down.
- The airplane was silent and he noticed no sound.
- The airplane turned about 20 degrees left after clipping the tree and propped down.

- He was the first person to access the airplane wreckage.
- There was no engine sound.
- Fuel was leaking from the front engine area.
- The pilot was in the rear seat in an open cockpit airplane.
- The pilot was bent forward and below the cockpit instrument shield.
- The pilot was wearing no helmet and strapped in.
- The seat belts were still secured to the airplane.
- No cockpit controls or switches were touched.
- The first responders arrived within minutes.



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Date: March 13, 2015
Person Contacted: Dr. Mark Chui (Witness)
NTSB Accident Number: WPR15FA121

Narrative:

During a conversation with Dr. Mark Chui, witness to the accident, the following is a summary of what he stated:

- He was practicing on the putting green.
- There was a small airplane crash in the distance.
- He asked for a first aid kit and ran to the wreckage.
- He observed the pilot on the ground about 30 yards away being attended to by a spine surgeon.
- The pilot stated his name and was confused.
- The pilot was not wearing a helmet, at the time.
- There was no smoke or fire.
- The first responders were present in minutes.



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Date: March 30, 2015
Person Contacted: Mr. Richard Doukakis (Witness)
NTSB Accident Number: WPR15FA121

Narrative:

During a conversation with Mr. Richard Doukakis, witness to the accident, the following is a summary of what he stated:

- He was playing golf on the 8th tee with a party of three individuals when he noticed an airplane above, coming towards them.
- He yelled for everyone to move away.
- The airplane was silent coming down.
- About 100 yards away from him, the airplane crashed into the tree.
- There was a loud crashing sound.
- For a couple of seconds it seems that the airplane may stay stuck in the tree.
- The airplane then came down off the tree and skidded on the ground.

He ran to the airplane and got there about 5 seconds after another individual, whom seemed like a doctor.

- He wandered near the front of the airplane and observed fuel leaking out.
- He stated that there was fuel everywhere.
- Another two individuals arrived and helped extract the pilot.
- The pilot was in the rear seat, in an open cockpit airplane.
- The pilot was bent over, forward, and below the cockpit instrument shield.
- The pilot was strapped in and was not wearing a helmet.
- The seat belts were still secured to the airplane.
- No cockpit controls or switches were touched.
- There was no engine sound.
- The first responders arrived within minutes.



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Date: May 5, 2015
Person Contacted: Captain Rex Vilaubi
NTSB Accident Number: WPR15FA121

Narrative:

During a conversation with Captain Rex Vilaubi, Los Angeles Fire Department, Fire Station 63, the following is a summary of what he stated:

- He responded to the airplane accident on March 5, 2015 in Santa Monica.
- He directed his personnel to shut off the fuel in the airplane.
- Firemen Craig Yamashiro and Eric Johnson went to the airplane cockpit.
 - They reported back that they had shut off the fuel from the cockpit.



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Date: March 30, 2015
Person Contacted: Mr. Edward P. Agulia (Witness)
NTSB Accident Number: WPR15FA121

Narrative:

During a conversation with Mr. Edward Agulia, witness to the accident, the following is a summary of what he stated:

- He was playing golf on the 3rd tee.
- He noticed an airplane overhead about 800-1000 feet above him.
- The airplane's engine sounded normal for about 4 seconds and then the engine sputtered and stalled.
- He said the pilot instantly turned around back towards the airport.
- He saw the airplane gliding down and coming just over the trees.
- He thought maybe this was an exercise because of the army markings on the airplane.
- The first responders were there within moments.
- He observed a surgeon attending to the pilot.



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Date: March 30, 2015
Person Contacted: Mrs. Dorie Spiegel (Witness)
NTSB Accident Number: WPR15FA121

Narrative:

During a conversation with Mrs. Dorie Spiegel, witness to the accident, the following is a summary of what she stated:

- She was playing golf on the 8th tee.
- She noticed someone say there was something wrong with an airplane.
- She saw the airplane low and gliding but did not hear any engine noise.
- The airplane was coming down right in the area where they were standing, in a level descent.
- She saw the airplane skim the top of the tree and hit the ground hard.
- There was no sound of the airplane's engine.
- She called 911.
- She ran to the airplane and two golfers from the 7th tee and two doctors were present.
- The smell of fuel was present.



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Date: March 13, 2015
Person Contacted: Mrs. Sherron Dufour (Witness)
NTSB Accident Number: WPR15FA121

Narrative:

During a conversation with Mrs. Sherron Dufour, witness to the accident, the following is a summary of what she stated:

- She was approaching the tee box when an airplane flew over.
- About 30 seconds later, she heard the airplane's engine sputtering and then become quiet.
- At the time, she could not see the airplane because her view was blocked by trees.
- She was told to run, and then she looked up and saw the plane coming down.
- She observed the airplane strike the top of the tree, and seconds later, it slammed into the ground.
- The airplane had no engine sound as it came down.
- She observed the pilot being pulled out of the wreckage.
- She did not notice if the pilot was wearing a helmet.
- At the accident site there was fuel leaking out.
- One of her friends called 911.



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Date: March 13, 2015
Person Contacted: Mr. Jason Clark (Witness)
NTSB Accident Number: WPR15FA121

Narrative:

During a conversation with Mr. Jason Clark, witness to the accident, the following is a summary of what he stated:

- He was on the golf course.
- An airplane flew overhead and the engine sounded loud.
- He heard the airplane's engine sputter and cut out.
- The airplane's engine sound became silent.