



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: January 4, 2018
Person Contacted: Connor Park
NTSB Accident Number: ANC18LA018

Narrative:

Mr. Connor Park was contacted by phone on January 3, 2018, at 1612 EST, and left a voice mail message. He was called at [REDACTED]. He returned the call the same day at 1643 EST, from the same phone number. He provided an e-mail address of [REDACTED].

At the beginning of the phone call he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He has about 1,000 hours total time, of which 300 are in multi-engine airplanes. As a CFI he has given about 200 hours of flight instruction in multi-engine airplanes, and has between 40 and 50 hours in the accident make and model airplane.

The pilot undergoing instruction (PUI) is a former military rotorcraft pilot, who has about 250 hours in fixed wing airplanes. He was in a Helicopter Transition Program (HTP) with Infinity Flight Group for Piedmont Airlines, which required 25 hours in multi-engine aircraft. At the time of the accident, he only had 8 hours in multi-engine aircraft. He has a house in VA, and a car at W24. He is familiar with that airport, having about 110 hours operating there. As part of the cross-country requirements for a commercial pilot certificate, the PUI needed a 300 nautical miles total distance cross country flight, with one flight of a straight-line distance of at least 250 nautical miles from the original departure point. Because his car was at W24, that is the reason they elected to fly from KTTN to W24.

The day before, they had planned to complete the cross-country requirements and fly from KTTN to W24, then to FDK and return to KTTN. The flight was scheduled in a Piper PA-44-180 airplane, but because of a maintenance issue (alternator), they were not able to make the flight.

With respect to the accident date, they planned to fly the same trip planned the day before, except they were in a Construzioni Aeronautiche Tecnam s.r.l. P2006T multi-engine airplane. On the 1st leg, they planned to secure the airplane, and then eat before proceeding. They then planned to fly to KFDK for a full-stop taxi-back landing, before returning to KTTN.

They did not have a flight plan filed but did have flight following. They departed KTTN about 1440 EST, and proceeded to W24, cancelling flight following when the flight was 5 miles from W24. They monitored the automated terminal information service (ATIS) from KLYH, which reported the wind at 8 knots about 10° from the runway centerline. The PUI entered from the airport traffic pattern from the north-northwest onto a 3 mile right base leg for runway 28, where he lowered the landing gear and confirmed there were 3 green lights. The PUI turned onto final approach, and with the flaps fully extended, they verified verbally that all gears were down and locked. The PUI maintained a normal descent (500 fpm) on final, and he verified verbally with the PUI that the airspeed was 70 knots. The PUI rounded out and executed a normal landing, and immediately after touchdown, the airplane veered to the left onto grass. He reported there were no wind gusts during the approach and landing, and there was no side loading at touchdown. He also indicated that in his experience, he did not feel the landing would have caused any damage.

He questioned where the information concerning a hard landing on the FAA's web site came from. I advised I did not know the source and asked him for a link to the information, which he provided.

The digest was e-mailed to him for review on January 4, 2018, at 1220 EST. He replied the same day at 1303 EST with, "Hello Mr. Monville, Everything included in your draft is correct and I have no comments to add." "As for the link from the FAA website, I have attached it below. You can either click on the incidents from January 2nd, or you can scroll down and you will see incident reports by aircraft type. Tecnam is listed and there is a link to the right which will also take you to the report.

<http://www.asias.faa.gov/pls/apex/f?p=100:93:0::NO:>"