



RECORD OF CONVERSATION

Jim Silliman
Air Safety Investigator
Central Region

Date: 7/19/16
Person Contacted: Jamie Honkala
NTSB Accident Number: CEN16FA269

Narrative:

She stated that she owned the airplane and it was her father who was the pilot. She had purchased the airplane from the pilot rated passenger in June of 2015 and was in the process of selling the airplane. It had just received a fresh annual inspection and this was the first flight after the inspection.

She said the flight departed from Johnson Airport which was about 5 miles south of the grass airstrip about 20 minutes before the accident occurred. They departed Johnson Airport and flew to the private airstrip.



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Date: 7/19/16
Person Contacted: Calvin Honkala
NTSB Accident Number: CEN16FA269

Narrative:

He stated that he was the brother of the pilot. He observed the airplane do a low pass over the grass airstrip. He stated that when the airplane made its left crosswind turn, it “looked mushy.” He said that it seemed the airplane looked to be “plowing through the turn” instead of a normal pullout. He didn’t see the accident occur but he heard the impact.

When he got to the site of the accident, the airplane’s tail was still in the air. They tipped the wings to get access to the cabin and the tail went down.

He said that the pilot had about 600 – 700 flight hours with most in tail wheeled airplanes.



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Date: 7/19/16
Person Contacted: Kevin Koupus
NTSB Accident Number: CEN16FA269

Narrative:

He stated that he was picking blueberries with his family near the private grass airstrip. It was across the road from where the accident occurred.

He said he saw the airplane approaching the grass airstrip from the southeast. The airplane's altitude and airspeed appeared normal. He saw the airplane as it approached the runway and he originally thought the airplane had performed a touch and go, but later learned that the airplane had performed a low pass. He saw the airplane turn left and then it flew almost over their location. He said the airplane was flying low – between 100 – 150 feet agl – and that it seemed to be flying slow. He said the flight path (downwind) seemed in close.

He stopped watching the airplane until he heard the engine stop. He said the airplane was in a turn when the engine quit and it immediately spiraled down in a steep left turn for about 360 degrees. He said he didn't hear the engine sputtering or coughing before the engine quit. The airplane was found nose down with the tail up in the air.