



RECORD OF CONVERSATION

Jim Silliman
Air Safety Investigator
Central Region

Date: 1/4/17

Person Contacted: Mr. Craig Larson, FAA Milwaukee FSDO
NTSB Accident Number: CEN17FA067

Narrative:

Mr. Larson reported that the airplane had departed from runway 21 in strong crosswind conditions. Skid marks were found on the runway and in the grass where the airplane veered off the runway. The length of the skid marks starting on the runway to the site of the impact with the SUV was 932 ft. The skid marks were visible in the grass for 110 ft when it veered off the left side of the runway. Then the airplane went airborne for about 220 ft at a height of maybe 10 ft (according to witness statements) before the landing gear started making tracks through the grass again. The tracks were visible in the grass for 262 ft until the airplane impacted the right side of the Chevrolet Tahoe SUV. The Tahoe rolled over onto its left side; and the engine, fuselage, and empennage were found lying next to the left side of the Tahoe. The wing separated from the airplane's fuselage and was found 91 ft past the Tahoe. The Tahoe was pushed to the left about 8 ft from the impact of the airplane.

He reported that 3 persons were on board, the pilot, his wife who was seated in the rear seats, and an infant in a child seat in the front right seat. The baggage was weighed and the total weight was 187 lbs.



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Central Region

Date: 1/5/17

Person Contacted: Mr. Craig Larson, FAA Milwaukee FSDO
NTSB Accident Number: CEN17FA067

Narrative:

Mr. Larson reported that according to Flight Aware, the pilot departed the New River Valley Airport (PSK), Dublin, VA on December 23, 2016 at 0922 EST. They landed at the Capitol Airoport (O2C), Brookfield, WI at 11:35 CST. The total time of the flight was 3 hours and 13 minutes. The filed airspeed was 161 mph at an altitude of 6,500 ft.

A fueling receipt showed that he had purchased 25 gallons of fuel at O2C. The airplane held a total of 80 gallons of fuel. He stated the total weight of the pilot and passengers was 361 lbs. The bags weighed 187 lbs, but it was not determined where the bags were located before the accident occurred. They may have been placed in the baggage compartment, in the back row of seats, or in the right front seat area.

He stated that according to witnesses, the pilot had planned to depart the day before on January 3rd, but was delayed due to weather.



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Central Region

Date: 1/5/17
Person Contacted: Mr. Kenneth Sponagle
NTSB Accident Number: CEN17FA067

Narrative:

Mr. Sponagle reported that the airplane never got more than 10 ft in the air after it drifted off the runway. He stated the tail was oscillating, which matched with the skid marks in the grass.

He stated that he thought the airplane was traveling at 100 ft per second, which would equate with the stall speed of the airplane.

He said there were skid marks from the runway to impact and the “wall of big vehicles.”



RECORD OF CONVERSATION

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Date: 1/18/17
Person Contacted: Mr. Dennis Snyder
NTSB Accident Number: CEN17FA067

Narrative:

Mr. Snyder reported that he was in the airport office when the airplane departed from runway 21, but he couldn't see the airplane at the end of the runway from the office. When the airplane came into view, he could see that it was in trouble. The wings were rocking and then it veered off the runway. That was all he said he saw.

He stated that the pilot filed his flight plan around 11:30 am. It was about noon when the pilot went out to preflight the airplane. He heard the pilot call to back taxi on the runway and then when he reported that he was taking off from runway 21.

He said the cross wind was "METAR'd" at the time. He said the wind sock was straight out at the time of departure. The wind sock is located at the intersection and he said the airplane missed it by about 50 ft. He said you could see and feel the wind, and that the cross wind was obvious to everyone.



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Date: 1/18/17
Person Contacted: Mr. Kenneth Sponagle
NTSB Accident Number: CEN17FA067

Narrative:

Mr. Sponagle stated that the pilot was in and out of the office. He didn't talk about the winds, but it was pretty obvious with the wind sock being straight out. The pilot called on the radio to back taxi on runway 21. He couldn't see the aircraft when it started its departure, but when it came into view, he reported that the airplane was having difficulty. The nose was slightly up, and the right wing was down. He could see it for about 3 – 5 seconds and then it went out of sight, and it was about 2 seconds later that the impact occurred.



RECORD OF CONVERSATION

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Air Safety Investigator
Central Region

Date: 6/28/17

Person Contacted: Mr. John Harris (Airplane Co-owner)

NTSB Accident Number: CEN17FA067

Narrative:

Mr. Harris reported that soon after they purchased the airplane they had the engine overhauled and another propeller was purchased. It allowed them to work on the airplane for almost a year. By November 2016, the airplane was ready to fly. He stated that they started flying the airplane in November, so they didn't have a lot of time in the airplane.

He stated that the accident pilot was a very good pilot as he was very careful and thorough. He stated that the accident pilot taught him to fly at an "engineer's level," writing down everything and really checking the charts and plots.

He stated that the accident pilot was generally very careful and was always practicing takeoffs. He stated that the pilot had "Get-there-itis" on the day of the accident. They had to get back to Virginia due to work requirements and there was a "hole in the weather" that allowed them to take off on the day of the accident.



RECORD OF CONVERSATION

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Central Region

Date: 7/26/17
Person Contacted: Mr. Carmen Pappenfus
NTSB Accident Number: CEN17FA067

Narrative:

Mrs. Pappenfus stated that she and her 6-month-old child were waiting in the airport office while her husband was getting the prepared for the flight in the hangar. He was doing the preflight and loading the baggage. They pushed the airplane onto the ramp and got in. After engine start, they taxied for takeoff and completed the run-up and controls checks; everything was fine.

She stated that she remembers they got off the ground, but also that they aborted the takeoff; and she said that part was "fuzzy." The airplane came off the ground again and he applied more right rudder to get back on centerline but he couldn't. The airplane went further left and he was "fighting the aircraft." He was pumping back and forth on the rudders. Right before the impact, he was pumping both rudders back and forth furiously without effect. That was all she could remember about the flight. She remembered waking up on the taxiway and hearing people running toward her.