



RECORD OF CONVERSATION

John M. Brannen II
Senior Air Safety Investigator
Central Region

Date: 3/6/2019
Person Contacted: David R. Wall
NTSB Accident Number: CEN18LA099

Narrative:

Mr. Wall confirmed that he was the pilot of N4654D, a Beech G35 airplane that experienced a flutter event near Batesville, AR. When asked for a narrative of the flight, he relayed the following information.

- The en-route portion of the flight was uneventful.
- The cruise portion was smooth with only one location along the route where a little bit of turbulence was encountered.
- As he was descending into Batesville, the wind was a tailwind or a quartering tailwind and was not that strong.
- As he descended through about 3500 ft, about the time he was adjacent to the smoke stacks depicted on the sectional chart, he encountered a little bit of turbulence, just a few bumps.
- Immediately following the turbulence the tail of the airplane began shaking.
- He reduced power and pulled back slightly on the yoke and the shaking stopped.
- He was only a few miles from his destination (Batesville) and the airplane seemed to be responding normally.
- He continued to Batesville, flying a traffic pattern and then landing.
- He noted that during the landing he had a quartering headwind and had to hold some crosswind correction. He felt at this time that the controls felt a little "sloppy", but he had not noticed this during the downwind or base legs of the traffic pattern.
- He said that he did not even know that the airplane was damaged until he got out of it and saw the damage post-flight.
- He noted that during the descent and flutter encounter, the airspeed was about 145-150 knots.
- He noted that the airplane would have been light at the time of the flutter encounter because it was only himself on-board, a bag of about 20 pounds on the right seat and he had burned 4 hours of fuel during the trip.
- He noted that until the flutter event, the airplane had operated "flawlessly"

- When asked, he said he had about 25,000 total flight hours and about 300 hours in V-tail Bonanza airplanes, but noted that the Bonanza time was spread out from 1965 to present.
- He provided his plot certificate number

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