



RECORD OF CONVERSATION

Joshua Lindberg
Air Safety Investigator
Central Region

Date: 2/4/2021

Person Contacted: Peter Bayles, airplane co-owner

NTSB Accident Number: CEN21LA121

Narrative: In a phone conversation with Mr. Bayles, he stated the following:

Don Clements was probably acting as PIC and flying in the left seat. The flight instructor was Rock Palermo, who was a well known instructor in the area. He rode in the back of the accident airplane with Don and Rock the day before the accident. Don was trying to achieve his complex and high-performance endorsements so that he could be officially checked out in the airplane.

He had only met Rock 1-2 times and never flew with him as PIC or instructor, only in the back of the airplane that one time. During that flight Don and Rock completed flap stalls, no flap stalls, slow flight, and other similar maneuvers. When they were completing stalls with low power, Rock told Don that he wanted to see more aggressive input with the yoke to break the stall. Don completed the flight maneuvers well and he did not notice anything of concern. When they were completing the stalls, they had to pull to the autopilot circuit breaker in order for the airplane to full stall. There was a safety feature that did not allow the airplane to stall otherwise.

Don had flown with Tim LeFleur, airport manager, previously in the accident airplane.

The day after he rode with Don and Rock, Don texted him asking to take another lesson with Rock if no one else was using the airplane.

Don was really trying to be safe and do everything right. He wanted to get 10+ hours with Rock so he felt very comfortable in the airplane.

End of conversation.



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Air Safety Investigator
Central Region

Date: 2/4/2021

Person Contacted: Paul Perry, airplane co-owner

NTSB Accident Number: CEN21LA121

Narrative: In a phone conversation with Mr. Perry, he stated the following:

He did not know much about the accident pilots or the circumstances of the accident flight. The third co-owner, Peter Bayles, knew more because he flew with those two the day before the accident. Don Clements was Peter's friend and Paul didn't know him and had never met him. He hardly knew Rock Palermo but had met him a couple of times.

End of conversation.

Lindberg Joshua

From: peter bayles [REDACTED]
Sent: Friday, February 12, 2021 9:39 AM
To: Lindberg Joshua
Cc: Paul Perry
Subject: Re: NTSB Investigation - N4765N

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Flag Status: Completed

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Yes sir , the circuit breaker for the auto pilot must be pulled out in order to put the plane in a stall . Even if the auto pilot is not “on “this safety feature is still in effect unless the breaker is pulled. It might be possible to intentionally stall it despite that but you would be really fighting the servos in the auto pilot.

On Thu, Feb 11, 2021 at 3:53 PM Lindberg Joshua [REDACTED] wrote:

Received, thank you.

Can you guys tell me about the autopilot in this airplane and how it was used or secured during flight training maneuvers? I understand that on the 2/1/21 flight with Pete in the back, the pilot's pulled the autopilot circuit breaker in order to complete maneuvers? Anything you can tell me about this situation would be helpful.

Thanks,

Josh Lindberg

Air Safety Investigator

National Transportation Safety Board

[REDACTED]

[REDACTED]

From: Paul and Denise Perry [REDACTED]
Sent: Thursday, February 11, 2021 2:43 PM
To: Lindberg Joshua [REDACTED]
Subject: Re: NTSB Investigation - N4765N

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Mr. Lindberg,

Per your request, I have attached Form 6120. Please let me know if I can be of further assistance to you.

Thank you,

Paul Perry

[REDACTED] cell

On Thu, Feb 4, 2021 at 2:28 PM Lindberg Joshua [REDACTED] wrote:

Hi Pete and Paul,

Attached is the NTSB Accident Report Form. Please collaborate to complete this form, but if you don't have certain information you can leave those areas blank. Let me know if you have any questions along the way.

Keith Kibodeaux of the Baton Rouge FSDO will coordinate with Pete to retrieve the airplane maintenance records in the next day or so.

Respectfully,

Josh Lindberg

Air Safety Investigator

National Transportation Safety Board

[REDACTED]

[REDACTED]

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