

I interviewed Mr. Gregory (Greg) Miller in regards to his experiences and observations as a certified flight instructor (CFI) for Mr. Paul Brown, specifically providing him training in October 2020 in N716MC, Mr. Brown's C-182 aircraft.

During Mr. Miller's initial conversation with me, he wished to state that his overall evaluation of Mr. Brown's airmanship was that his skills were weak and that he felt Mr. Brown needed additional training. When I asked Mr. Miller to explain his position for the evaluation, he stated that Mr. Brown (Paul) had no control of the aircraft on days that weren't really good weather days. He discussed further that Paul would begin every approach "hot and high" and was never "low and slow". He said this caused Paul to land long of his 'aim point' on the majority of his landing practice and then Paul would have a habit of "round out too high and drop it in" for each landing which subsequently produced a hard touchdown. He stated that Paul had a really difficult time with cross wind landings to the point where he instructed Paul not to fly in crosswinds exceeding 5-10 MPH and said he also recommended to Paul that on each approach he should only use partial flaps if there was any wind at all. His remaining concern was Paul's ability to complete a go-around (balked landing) as he struggled with conducting those very well. Mr. Miller said it was because Paul was behind the aircraft and had an issue with his basic control ability on the aircraft.

Mr. Miller discussed that he would provide Paul instruction on tasks and be specific that he needed him "to do this or do that" and sometimes Paul would acknowledge and complete it as he was directed, and that other times it was as if Paul did not hear him or was not wishing to complete it in another way and would continue in doing a task the way he had previously conducted it and acted as if there was no problem with the way the task or maneuver was being conducted. Mr. Miller said that he (himself) would become frustrated because he could not get through to Paul what he needed for him to accomplish and that he had confronted Paul about it and had a long discussion with Paul in regards to what was needed from him during their time training together. He said Paul was quiet and soft spoken and never had any issue with the recommendations, but that he seemed to always be "behind the aircraft" and that Paul "did not have the air sense he needed" to fly on days that were not calm conditions with good weather. Mr. Miller stated he made strong recommendation to Paul to obtain additional training and proficiency to continue his improvement with general flight skills.

I asked Mr. Miller if Paul ever seemed distracted by work or home issues or anything else when he was flying or receiving training. Mr. Miller stated 'no' and that Paul was always focused and prepared when he showed up to fly with him. He additionally noted that Paul always seemed to do well on the knowledge portions of the training and understood the concepts well, but that it was difficult for Paul to demonstrate that in the aircraft through skill. I asked Mr. Miller if Paul ever focused his attention more on one thing than another or if he had any inclination to focus inside the aircraft vs. outside, or otherwise, and Mr. Miller stated 'no', but that he did have difficulty in general holding heading and altitude which wasn't based on focus or attention that he could see, and that though he drifted on course and altitude, it generally never exceeded the limitations a private pilot would be expected to hold. He said this could be due to him (Greg) constantly correcting him verbally on the heading and altitude though as he would not let him go off of course or altitude beyond the limitations.

I asked Mr. Miller if he had provided any emergency training for engine out procedures or similar to Paul and he stated that he did, but that it was minimal because Paul struggled a lot with it due to his inability to stay ahead of the aircraft. He said they simulated a 'few' simulated power-off approaches and that he did not push the training any further than that because Paul struggled with it.

When I asked Mr. Miller if he had any concerns with the high performance endorsement, he stated 'no' as he felt he was a weak airman in regards to skill, but that he felt he was safe to operate the aircraft in fair weather. I asked Mr. Miller if there were any other notable experiences he would like to add through working with Paul, he stated that he did not work with Paul on the autopilot very much because he wanted him to be proficient in flying the aircraft himself. He stated the training he did provided to him was very basic and then how to disconnect the autopilot system. He also wished to share that Paul had asked him if he could provide him instrument training at some point because Paul had told him that he was on his way home from North Carolina or Alabama once and had "scared himself" when he encountered weather. His final note to share was that Paul had texted him 3 days before his accident and had asked Greg to provide him his flight review. Greg said at the time he declined because he had COVID and was unable to schedule it with him. However, he stated that he had planned for the event to be even 10-15 hours for the flight review because he felt that it was what Paul needed to become more proficient in the aircraft.

This concluded the interview.

[illegible]

I met with Mr. John Taylor at the Zanesville Municipal airport (KZZV) to discuss his experiences as a CFI with Mr. Paul Brown. Mr. Taylor noted that it had been awhile since he had last flown with Mr. Brown, and that he would provide what help he could based on his recollection and notes. Mr. Taylor stated the period of instruction he has on record with Mr. Brown was from August 2, 2014 through the last flight of March 12, 2016. For perspective, Mr. Brown was in the earliest stages of his initial private pilot training when he was under the instruction of Mr. Taylor.

Mr. Taylor wished to point out first that he had refused to endorse Mr. Brown for solo flight as Mr. Taylor did not feel Mr. Brown was capable of safe aircraft operations in a solo capacity. I asked Mr. Taylor to expand upon his comment in regards to not soloing Mr. Brown, and Mr. Taylor stated there were several reasons for his decision.

Mr. Taylor stated his overall concern with Mr. Brown is that he would stop flying the aircraft to 'punch the buttons' (meaning the instrument panel GPS and associated switches/buttons). He noted that he would lose focus on flying the aircraft when he had switched his focus to something else. Mr. Taylor stated that Mr. Brown was consistently behind the aircraft in tasks they accomplished due to his inability to focus.

His other concern was with Mr. Brown's landing capabilities. In Mr. Taylor's opinion, Mr. Brown was not able to land the aircraft without resulting in a rough landing. Mr. Taylor had a concern for Mr. Brown operating in any type of crosswind condition and was concerned he would conduct an unsafe landing in solo flight. He stated that Mr. Brown would never become upset when he did poorly, and was always saying "I'll do better next time".

Mr. Taylor stated he also had a concern for Mr. Brown's ability to successfully complete emergency or abnormal procedures in the aircraft without additional assistance.

I asked Mr. Taylor if Mr. Brown was consistently improving with each lesson and Mr. Taylor stated he was not. I asked Mr. Taylor for an example of how he was not improving and he stated that Paul (Brown) was inconsistent in his training progress because he would have both good days and bad days. He further explained that on the good days, Paul would do very well and be focused on his lessons. In contrast, when Paul was having a bad day he would 'fixate' on something and it didn't matter what and was generally for no cause. He stated that it could be something completely unrelated to the flight or that he would just 'punch the buttons' and stop focusing on the flight. He said when he was fixating and not focusing, he would drift off course and altitude to the point where he (Mr. Taylor) would need to intervene.

I asked Mr. Taylor if there were any other notes on training Mr. Brown that he wished to share and he stated that when working with Mr. Brown, he (Paul) was very goal-oriented and thorough with his lessons and planning. He stated that Mr. Brown was excellent with his ability to learn the content in the books and always maintained a consistent professional attitude in the aircraft. He stated because Mr. Brown was so task oriented, he had the general attitude of "I'm going to do it" regardless, yet he demonstrated that mindset professionally and calmly. Mr. Taylor also shared that Mr. Brown was never rushed in anything he did and specifically noted his preflight procedure at the aircraft was thorough and usually about 30 minutes to complete.

This concluded my interview with Mr. Taylor.

RECORD OF		☐ VISIT	☐ CONFERENCE OR	☒ TELEPHONE CALL	TIME 1620	DATE 03/02/2022	
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION						ROUTING	
						SYMBOL	INITIALS
Jarrod Bess, CFI Cert# [redacted]							
[redacted]							
[redacted] Laurelville OH 43135							
SUBJECT Previous Certified Flight Instructor for Paul Brown							
DIGEST I talked with Mr. Jarrod Bess via a telephone call to discuss prior interactions and experiences he had with Mr. Paul Brown during the time he had provided him flight instruction.							
The digest of this interview is on the next page.							
CONCLUSION, ACTION TAKEN, OR REQUIRED							
DATE 03/02/2022		TITLE FAA IIC Elizabeth A. Swingle			SIGNATURE		

Jarrold Bess worked with Mr. Paul Brown as a CFI with his last flight with Mr. Brown on February 1, 2017. He was his recommending instructor twice for two subsequently unsatisfactory private pilot check rides with examiner Leo Eggert in the Cleveland District.

Mr. Bess stated he worked with Mr. Brown in the Cessna 172 model aircraft only and that the aircraft were equipped with the round gauges and only one small panel mounted GPS. He said Mr. Brown had reached out to him to see if he could help him get his private pilot certificate as he had failed his previous certification flight check with which Harold Ware was the recommending instructor. Mr. Bess stated he worked with Mr. Brown on the all of the tasks in the PTS (at the time, the ACS was not an active publication). Mr. Bess said that at a high level view, the main reason for the two subsequent failures with himself as the recommending instructor was because Mr. Brown was unable to maintain consistency in his flight performance and that on the days of his checks with Mr. Eggert, those were Paul's 'bad days'. He stated that he would sometimes have a 'good day' and other times a 'bad day' throughout all of his training and the checks were "highly reflective of this same pattern".

When I asked Mr. Bess to explain a little further on the good day and bad day comment, he said that he could best describe it as on the 'good days', Paul would be on top of the maneuvers and had good focus and performed well. However, on Paul's 'bad days', his inadequacies were all over and he couldn't focus on performing any of the PTS maneuvers well. He said this showed itself through each task being conducted on the border or below the required level for a satisfactory performance. When I asked Mr. Bess why he thought this may be based upon his observations and work with Paul, he stated that Paul was very methodical and slow with his thinking. He said this wasn't to imply at all that Paul was not capable of learning, yet the opposite and that Paul wanted to learn everything about something before he was confident he knew it well. He said he noticed this throughout his work with Paul and that while it worked well in his studies, it worked against him in the cockpit. He said Paul would be easily distracted with any external stimuli in the aircraft and would become so focused on trying to understand the other task or stimuli that he would lose focus on the current task at hand. He stated that Paul was unable to divide his attention between tasks in the aircraft and to process his thoughts and decisions in a timely way which caused him to get behind the aircraft frequently.

I asked Mr. Bess about Paul's general demeanor in the aircraft or during ground lessons and he said that Paul was professional at all times and pleasant. I asked Mr. Bess if Paul ever demonstrated during lessons that he had external pressure or stress that could affect his learning or flight skills. Mr. Bess stated he never noticed anything like that with Paul and that the only time Paul seemed slightly stressed was when he had a bad lesson. I asked Mr. Bess if he could describe those events where he noticed that stress and Mr. Bess stated that Paul would just be in a 'worried' state following his bad lessons because he just wished to understand what went wrong and that he needed explanations to understand how to correct and improve for the next time. He stated Paul had an attitude that reflected a "I know better" in the sense that he knew he could do better if he tried. Mr. Bess said he was a very diligent and hard-working student and always took his time to ensure he understood and got things right so as not to inadvertently do something that would cause a rule to be broken. Mr. Bess said Paul was impressively intelligent and was set on trying to find the answer to everything he worked on. He stated "Paul was mentally capable, but mechanically too slow" because of his need to think everything through thoroughly before he acted. he said this did not work well in the aircraft for when immediate or time sensitive decisions needed made.

I asked Mr. Bess if he had any concerns with Mr. Brown's ability to demonstrate safe landings in the aircraft and he stated the Paul's landings were usually 'quite firm' because he "had no response in the round-out and flare" for every landing. He said as a result, he landed flat each time. He said it appeared Paul lacked the ability to make a quick response to the aircraft in the landing final phase and that it did not appear to be a vision or depth perception issue in his opinion. He said it was consistently due to Paul having no reaction at the appropriate time to "round out and flare" the aircraft. Mr. Bess stated there was one instance on a night time approach to runway 27 at KVTA where Paul held the aircraft at a 3 degree pitch down attitude toward the runway and made no indication of beginning the transition to flare even just above the runway. Mr. Bess stated he took the controls from Paul and landed the aircraft because at that moment he was positive that they would have impacted the runway at the consistent 3 degree pitch down aim point.

On the last day flying with Paul, Mr. Bess stated it was the return flight from Bowling Green Ohio where Paul had completed his second unsatisfactory check with DPE Leo Eggert. Mr. Bess said both he (Jarrod) and the examiner debriefed Paul that aviation may not be the best route for him in regards to pursuing a pilot certificate. Mr. Bess said that when they returned to KVTA that evening from the check, he talked with Paul one on one and noted that this was the first time he ever saw that Paul "gave up". I asked what he meant by that and he stated that Paul was not a person that quit and on that day talking with him alone, he asked Paul "so what do you want to do next?" and Paul responded to him and said "I am going to stop flying and pursue other things". At that time, Mr. Bess believed Paul was intentional in what he said and that he was not going to pursue a pilot certificate. He said he told Paul that he felt that was a wise choice and a good decision on his part.

Mr. Bess said he had no additional interaction with Paul since that day (02-01-2017) until Paul sent him a text sometime in 2020 he believes and Paul told him that he had received his private pilot certificate. Mr. Bess said he was surprised as he did not think Paul was going to pursue flying any more.

This concluded my interview with Mr. Bess.

I met with Mr. Harold Ware at the Newark-Heath (VTA) airport to discuss prior interactions and experiences he had with Mr. Paul Brown during the time he had provided him flight instruction. Mr. Ware stated he provided instruction to Mr. Brown and was a recommending instructor for his certification check.

He stated that Mr. Brown trained with him in 2016 and that he was an average student when compared to his other private pilot students. He also stated that Mr. Brown required more instruction than other students though as he would be average with his lessons one time, and then on another scheduled lesson they would have to 'start all over' with the basics. When I asked Mr. Ware to clarify his meaning on that experience, he stated that sometimes Paul (Brown) did well and was focused on the lesson, but then he would 'drift a lot' and 'seemed like he would forget that he was flying'. He stated Paul would be flying along on a normal lesson, regardless of task or lesson they were working on for the day, and then he would begin fixating on instruments and forget to look outside. Mr. Ware said this caused several occasions during instruction where Paul would drift off of altitude by up to 300 feet before he (Mr. Ware) had to step in and tell him to 'watch your altitude'. He stated that Paul also tended to drift off course when he became fixated on instruments and would be on a new heading that would have to be corrected by intervention of the CFI (Mr. Ware) again. Mr. Ware also wished to note that Paul had difficulty maintaining directional control in regards to right rudder input. He stated Paul frequently had issues with drifting off course to the left during takeoff lessons. Mr. Ware stated that Paul was consistently behind the aircraft in tasks they accomplished.

I asked Mr. Ware if he had ever observed that Mr. Brown was distracted due to personal stress, fatigue or other concerns during the lessons that he didn't do so well. Mr. Ware said that Paul never seemed to have distraction caused from personal stressors and that he never shared concerns with him in that area.

This concluded the interview, however, Mr. Ware wished to share that Paul came to him stating he needed a local CFI to help him with his private pilot certificate because he 'ran out of money at the school in Florida' while working on his flight training in that location.

I interviewed Mr. Roland Bailey and Dan Glaze together in regards to their witness of the accident aircraft, N716MC, approach, landing, take-off, and departure on February 01, 2022 at approximately 1330-1340 by their account.

N740HN is owned and operated by the first witness, Roland Bailey. Mr. Bailey stated he has many years of flight experience and noted that the aircraft (N716MC) appeared abnormal that day and he said he knew something wasn't quite right with the approach and departure that day.

He stated the day started for him at the Zanesville Municipal (KZZV) airport. KZZV was the initial departure point that morning for both Mr. Bailey and Paul Brown. Mr. Bailey said he was at the FBO at KZZV earlier that morning and had seen Paul (Brown) sitting at the table with his iPhone. He said they had a casual conversation before they both walked out to their respective aircraft and departed KZZV. He stated as a part of their conversation, Paul told him that he was just going to fly around locally for a little while and practice. Mr. Bailey wished to note that he did not observe Mr. Brown conduct a preflight on the aircraft, but that he also had not been there at the same time as Mr. Brown so was unsure if one had been completed.

When I asked Mr. Bailey if he noted anything out of the normal for Mr. Brown that morning, he stated that he did not and that Mr. Brown seemed to be in a cheerful mood and in good health.

The next encounter Mr. Bailey had was as witness to N716MC approaching from the West on a 1/2 to 3/4 mile final for runway 09 at KVTA airport. He stated there were about 5 or 6 other aircraft that day at KVTA flying with instructors (I verified the CFIs at VTA did not witness operations of N716MC on that date) and two additional aircraft flying out of Zanesville Municipal (KZZV) earlier that morning. Mr. Bailey stated the N716MC appeared to be in the wrong configuration for landing as he was using 'full flaps' instead of only partial flaps considering the crosswind that day. Mr. Bailey estimated the crosswind to be about 10 knots direct cross (from the south) and based on his own experience, said he would not have used 'full flaps'. Mr. Bailey then witnessed the aircraft make a hard landing, heard an acceleration to what seemed to be full power, and lifted off the runway headed east. Mr. Bailey noted the engine was making full power and sounded normal. He stated the aircraft climbed out on departure slowly with 'flaps still indicating down as the aircraft climbed out. He noted the aircraft made a few 'jerk like' small corrections in heading and altitude as it climbed out and departed, yet nothing notable.

This concluded my interview with Mr. Bailey.

RECORD OF		☒ VISIT	☐ CONFERENCE OR	☐ TELEPHONE CALL	TIME 1530	DATE 02/08/2022	
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION						ROUTING	
						SYMBOL	INITIALS
Dan Glaze							
Newark-Heath Airport (KVTA)							
SUBJECT Witness to hard landing for Paul Brown at KVTA airport							
DIGEST I met with Mr. Dan Glaze at the Newark-Heath (KVTA) airport to discuss the witness of the accident aircraft landing previously that day at the Newark-Heath (KVTA) airport. The digest of this interview is on the following page.							
CONCLUSION, ACTION TAKEN, OR REQUIRED							
DATE 02/08/2022		TITLE FAA IIC Elizabeth A. Swingle			SIGNATURE		

I interviewed Mr. Dan Glaze and Roland Bailey together in regards to their witness of the accident aircraft, N716MC, approach, landing, take-off, and departure on February 01, 2022 at approximately 1330-1340 by their account.

Mr. Glaze stated the aircraft (N716MC) approached from the west, landed runway 09 opposite to other departing aircraft (they held position on runway 27). N716MC was not making any radio calls that he could hear from his seat in the FBO, and the aircraft came in with what appeared to be 30 degrees of flaps selected down, and conducted a "shaky landing that fire-walled the aircraft". When I asked Mr. Glaze for clarification on the 'fire-wall' comment, he stated "it was hard enough to possibly damage the fire-wall". He noted that in his opinion, the flaps at 30 degrees seemed a bit excessive for the winds based upon his own experience and flap setting preferences. After the aircraft landed, Mr. Glaze said he thought to himself "he ought to keep that on the ground" due to the poor landing technique. He stated the aircraft 'hit hard' and 'bounced'.

He then stated the airplane made an engine noise of high acceleration and seemed a bit abnormally loud given wind being from the south that day. For reference to the comment, the position of the FBO where the witness was seated is south of the runway and through conversation, the witness was referring to the wind direction not being conducive for the sound to be 'blown towards the building' causing the loudness of the engine. He stated that the "engine was making good power and sounded good". I questioned if the he could hear any change in pitch in prop (as in the lever being moved) and he said that it was a little odd to him as he has experience with controllable pitch propellers and noted it sounded like full throttle with constant pitch. For reference to Mr. Glaze's experience, he stated he was a mechanic in the Air National Guard for many years and had built many engines, including aircraft engines and his own aircraft engine, over those years and was very familiar with engine sounds and normal vs. abnormal operating indications.

He then said the aircraft departed a bit "wobbly" in regards to winds and used small direction changes in his departure. He stated that it was very low and not climbing well with at least 30 degrees of flaps indicating during the entire climb-out until he lost visual on the aircraft near the ridge/hill 1.5-2 miles east of KVTa field. He stated he could tell by the approach and departure from his own experience "I knew he was in trouble".

This concluded the interview with Mr. Glaze.

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 1000	DATE 02/10/2022
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Nick Crate			
Zanesville Municipal Airport (KZZV)			
SUBJECT Line Service Technician at KZZV and certificated airman			
DIGEST			
I spoke with Mr. Nick Crate at the Zanesville Municipal airport in regards to servicing Mr. Paul Brown's aircraft (N716MC) the morning of the accident on 02-01-2022. Mr. Crate stated he had fueled the aircraft from the previous flight on Mr. Brown's return January 4, 2022. He stated the aircraft had not flown since that date and that the KZZV airport FBO (Zanesville Aviation) hangars and fuels the aircraft, yet does not provide maintenance for the aircraft. On the flight dated 01-04-2022, the aircraft was 'topped off' per Mr. Brown's request and was assumable it departed with full fuel on 02-01-2022. I asked Mr. Crate if he had ever witnessed Mr. Brown conduct a preflight inspection on his aircraft on the days he flew, specifically if he had conducted one the morning of 02-01-2022. Mr. Crate stated that Mr. Brown always was thorough with conducting a preflight on his aircraft ont he days he witnessed him fly. Additionally, he stated the morning of 02-01-2022, Mr. Brown conducted his usual 'long' preflight, approximately 20-30 minutes specifically in and around the aircraft. Mr. Crate wished to note that it was in his opinion and others at the airport that had watched Mr. Brown operate his aircraft that they felt is was "only a matter of time before something happened" yet had expected only a damaged aircraft from "another hard landing" and not an accident to the extent of the event which occurred on 02-01-2022.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
Reference fuel record file name "2022-01-04_N716MC Fuel Records"			
DATE 02/08/2022	TITLE FAA IIC Elizabeth A. Swingle	SIGNATURE	

Swingle, [REDACTED]

From: [REDACTED]
Sent: Wednesday, February 2, 2022 7:03 PM
To: Swingle, [REDACTED]
Subject: Re: [EXTERNAL]FAA Contact: N716MC

Good Evening,

We just spoke to a Mr. David Hall , phone [REDACTED]. He advised that he witnessed the aircraft prior to the crash. He advised that he was approximately 400-500 yards away from the aircraft, in the passenger seat of his vehicle. He also advised he had an unobstructed view of the aircraft as it was "pitched" nose in the direction of the ground prior to the crash.

Mr. Hall advised us that he did not see smoke or other debris coming from the aircraft prior to losing sight of it. He advised that he could not tell if the aircraft propeller was spinning from his location.

Thank you,

Trooper Patrick White Unit 1924

From: Swingle, [REDACTED]@faa.gov>
Sent: Tuesday, February 1, 2022 9:36 PM
To: White, Patrick [REDACTED]
Cc: Greene, [REDACTED]@faa.gov>
Subject: [EXTERNAL]FAA Contact: N716MC

Good evening Trooper White,

My contact information is below for reference and as discussed, I will get preliminary information to you in regards to the airman for N716MC. I should have that information gathered by tomorrow evening and will email to you. Additionally, I have copied the other FAA investigator, Steve Greene, on this email if you needed to reach out to him for any additional support with information from our office.

Have a great evening,

Elizabeth A. Swingle
Aviation Safety Inspector (*Operations*)
Columbus OH, FSO—GL07

[REDACTED]

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 1040	DATE 02/02/2022
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Leslie and Chris Hahn			
[REDACTED]			
[REDACTED] Heath OH			
SUBJECT Property owner for aircraft overflight			
DIGEST			
Visited home of property owner for where accident aircraft flew over to interview witnesses.			
Mr. and Mrs. Hahn spoke with myself and FAA technician Steven Greene in regards to the accident			
which occurred on 02-01-2022 in N716MC. They both stated they were home, yet did not witness the			
accident occur. Mr. Hahn stated he was in their dining room/adjoining kitchen when he noticed a			
bright flash out of the corner of his eye through their patio door (facing north) and walked over to the			
door to see what it was. He noticed the aircraft at that time making a slight turn from east to northeast			
and noted "it barely missed the flagpole at the cemetery". The flagpole is noted to have an approximate			
height of 35 feet AGL. Mr. Hahn stated as the aircraft was flying over their home (approximately 100 ft			
to the north of their house, over their property), he noticed the sound of the engine was normal and he			
stated it sounded like "he gunned it all at once". When asked the attitude of the aircraft in relationship			
to pitch and bank, Mr. Hahn stated it was flying level and indicated a level position with his hand. He			
stated the only turn he witnessed was the slight turn from east to northeast when he saw the flash of			
light. Mr. Hahn stated that after the aircraft passed over the cemetery, he lost sight of it as there was a			
tall ridge with trees. Mrs. Hahn did not see the aircraft and both Mr. and Mrs. Hahn heard the sirens on			
State Rt. 13 within a few moments of the aircraft passing overhead.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
No unusual notes by the witness in regards to the aircraft with the exception of the low altitude.			
The property owners do not have video/sound surveillance of the accident aircraft. Mrs. Hahn stated			
the adjoining neighbor, Tom Prince, had told her in discussion that he heard the sound of the aircraft			
as it flew over, yet had not seen the aircraft. Will conduct follow-up with Mr. Prince.			
DATE 02/02/2022	TITLE FAA IIC Elizabeth A. Swingle	SIGNATURE	

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 1316	DATE 02/07/2022
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
John E. Karapelou			
 Heath Ohio 43056			
SUBJECT Witness to sound			
DIGEST			
I was notified by Trooper Patrick White with the OSHP that a witness had provided a ring doorbell video of the accident aircraft as it flew over their home. The witness that was at home during the flyover was John Karapelou. I contacted Mr. Karapelou via phone and he stated he was in a video conference meeting that day for work and that his view was facing the back yard of the residence when he heard the aircraft noise overhead. He said it was so loud that he 'flinched and ducked' during his video call as he thought the aircraft was about to crash into the residence. He briefly saw the aircraft as if flew over the home and noted the shadow of the aircraft on the snow in the yard. He then stated the aircraft overflight was captured on the doorbell video and they provided that video to the OSHP. Mr. Karapelou described the noise of the engine as "a bad car muffler" and that it was "really, really loud". Mr. Karapelou did not witness anything else unusual about the aircraft.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
The video of the aircraft overflight was provided and has no sound on the video (confirmed with home owner that the video doorbell was not capable of sound, just video only). The reference file for the video is "2022-02-07_Plane Crash #45-223 Ring Doorbell Video"			
DATE 02/07/2022	TITLE FAA IIC Elizabeth A. Swingle	SIGNATURE	

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 1020	DATE 02/02/2022
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Mark Darnes			
			
Heath OH			
SUBJECT Adjoining property owner for accident site			
DIGEST			
Visited home of adjoining property owner of accident site to interview witness, Mark Darnes.			
Mr. Darnes spoke with myself and FAA technician Steven Greene in regards to the accident			
which occurred on 02-01-2022 in N716MC. Mr. Darnes stated he was home, yet did not witness the			
accident occur. He went outside after the accident occurred as he had heard what sounded to be a			
loud crash. He noted the aircraft across from his property in the adjoining field and noted individuals			
stopping along the road and walking to the accident aircraft. He confirmed with us that only he and			
his adjacent neighbor, Glenn Divan, were home during the time of the accident and that the other			
neighbors were gone that day.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
Mr. Darnes provided contact information and address for his sister and brother-in-law who witnessed			
the accident aircraft fly over their home. Contact is Leslie and Chris Hahn,  Heath			
Ohio.			
DATE 02/02/2022	TITLE FAA IIC Elizabeth A. Swingle	SIGNATURE	

Swingle, [REDACTED]

From: Glenn Divan [REDACTED]
Sent: Wednesday, February 2, 2022 12:18 PM
To: Swingle, [REDACTED] (FAA)
Subject: 02/01/2022 Plane Crash, Linville Rd. Heath, OH
Attachments: Video.mov; Video_1.mov; Video_2.mov

Ms. Swingle,

Find attached three videos taken by our deck Ring camera which is at the rear of our home at [REDACTED] Heath that captured the time around/after the occurrence of the single engine plane crash that occurred yesterday, 1 February 2022, at Linville Rd. just east of Jackstown Rd. (S.R. 13).

The first video is but 1 second and I doubt will be of any value, but have included it. I have saved these videos to a personal file since I do not subscribe to a Premium Service with Ring that would retain them past thirty days.

I hope that these videos may be of some help in your investigation into this accident. If you have any further questions, please advise.

Sincerely,

Glenn Divan

[REDACTED]
Heath, Ohio 43056

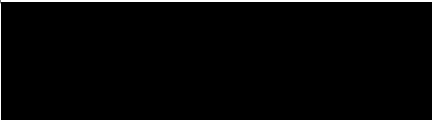
H: [REDACTED]

C: [REDACTED]

E-mail: [REDACTED]

Sent from my iPad

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 1025	DATE 02/02/2022
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Glenn Divan			
 Heath OH			
SUBJECT Adjoining property owner for accident site			
DIGEST			
Visited home of adjoining property owner of accident site to interview witness, Glenn Divan.			
Mr. Divan spoke with myself and FAA technician Steven Greene in regards to the accident			
which occurred on 02-01-2022 in N716MC. Mr. Divan stated he was home, yet did not witness the			
accident occur. He went outside after the accident occurred as his wife heard what sounded to be a			
loud crash while she was doing dishes. He noted the aircraft across from his property in the field			
adjoining his property. He noted a vehicle stop along the road and two females walking to the accident			
aircraft site down the embankment. He heard what sounded to be screams from them and saw them			
run back to their vehicle and depart quickly. He could not make out the type of vehicle or color due to			
where the road was located with the tree and brush line. Mr. Divan had a doorbell video which was			
oriented towards the accident site and activated at 13:42 local time (time of the accident). He provided			
a copy of that video for our investigation, yet the video was unable to identify any relevant data for the			
accident.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
Doorbell ring video emailed to FAA and saved as separate file titled "2022-02-01_Plane Crash Linville			
Rd Heath OH_Divan"			
DATE 02/02/2022	TITLE FAA IIC Elizabeth A. Swingle	SIGNATURE	

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 0945	DATE 02-02-2022
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Abigail Matson			
			
SUBJECT Homeowner of N716MC accident wooded site			
 Heath OH 43056			
DIGEST			
Mrs. Abigail Matson was interviewed by myself (inspector Swingle) and Steven Greene (FAA) in regards to aircraft accident in surrounding wooded area on property. Mrs. Watson stated she did not see the aircraft but did hear a loud engine. Due to the home's proximity to the road at the bottom of the wooded hill, she stated she assumed it was a truck on the road, but that she heard something really unusual about the sound and then realized it must be something more. She described the sound as an engine running rough and coughing, yet with a more distinct 'bah-bah-bah' and 'pop-pop-pop' sound before it ended abruptly. When asked if anyone else was in the home at the time she said her husband was also home, yet was sleeping at the time of the noise. She said she did not see the aircraft and had assumed it was "just something on the road".			
The Matson home is approximately 200 feet south of the flight path of the accident aircraft as it was striking trees in their woods just prior to impact.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 02-02-2022	TITLE FAA IIC	SIGNATURE Elizabeth A Swingle Digitally signed by Elizabeth A Swingle Date: 2022.02.05 19:36:04 -05'00'	

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 1010	DATE 02/02/2022
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Ernest and Phyllis Wilcox			
			
Heath OH			
SUBJECT Property owners of main site wreckage on Linnville Road			
DIGEST			
Visited home of property owner of accident site to interview witness. Property owner, Ernest Wilcox, and his wife Phyllis spoke with myself and FAA technician Steven Greene in regards to the accident which occurred on 02-01-2022 in N716MC. Mr. Wilcox stated he was outside in the field taking trash to his burn barrel when the accident occurred. He stated his back was facing the accident location and he heard what sounded like several trees cracking. When he turned around, he noted the main aircraft fuselage sliding down the embankment off of State Route 13 and saw it come to rest in his field. He noted a 'cloud of snow' surrounding the aircraft as it slid down the bank and did not see any fire or smoke. However, he stated there appeared to be a 'light blue haze' in the air just above the accident site after the aircraft came to rest and was positive it was not smoke and stated it disappeared quickly. He did not see or hear anything else in regards to the accident. His wife, Phyllis, was not a witness to the accident.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
Mr. Wilcox discussed what requirements were in regards to insurance for his property and what actions he was required to take. I provided him with my contact information and discussed with him that I would follow-up with him in regards to his insurance. I provided the NTSB IIC with the request and NTSB reached out to the insurance provider for the aircraft so that they could follow-up with Mr. Wilcox			
DATE 02/02/2022	TITLE FAA IIC Elizabeth A. Swingle	SIGNATURE	