



RECORD OF CONVERSATION

Joshua Lindberg
Air Safety Investigator
Central Region

Date: 2/5/2022

Person Contacted: Linda Brown, Pilot's wife [REDACTED]

NTSB Accident Number: CEN22FA113

Narrative: In a phone conversation with Mrs. Brown, she stated the following:

The morning of the accident he had coffee, a poppyseed muffin, and yogurt for breakfast.

He had indigestion and that was only ongoing health issue. Had a titanium aortic valve in his heart and a pacemaker, but it only paced about 15% of the time.

Medications: Warfarin blood thinner for the aortic valve. Allegra. CoQ10 supplement, and a multivitamin.

She was sitting next to him on the morning of the accident while he was planning the flight. She glanced over when he was writing the airport designations and saw that he was going to Newark. She couldn't remember if there were 4 or 5 airports planned. She knew Newark was midway down the list of airports to fly to that day. That doesn't mean he didn't change his mind but that's what she saw on the paper. They both left the house at 1200 and he told her "I just don't know how I'm going to do it today without my co-pilot."

It takes 45 mins to drive to the airport and preflight the airplane. The airport is only about 15 mins from their house. The engine block heater was on the night before to keep the engine warm. He was always very thorough during the preflight. Checked the oil, the fuel holes under the wings, he would get under the airplane and check things, and checked the flaps.

She saw in the local newspaper that he landed at Newark. She thinks he most likely did a touch-and-go landing there, since that is normally what he would do. Usually he just did a touch-and-go at each airport when they were flying around.

They never had any major difficulties with the airplane. They flew down to Birmingham, Alabama for Christmas 2021 and heater didn't work. She finally got the button to work and then the heat worked. That's the only issue she knew of. Never had any trouble with the airplane.

Recently he was annoyed with their life insurance company. He thought they had \$[REDACTED] policy but they only had \$[REDACTED] and they had just recently learned this. They hired an attorney to help deal with the issue and it had been going on for about 1.5 years. Attorney was handling it, so he didn't seem overly stressed about it. Just annoyed. They were very close so if he was very upset about anything then he would've been sure to let her know.

They haven't flown as much since last spring and summer. Flown maybe 3 to 4 times per month before Christmas. She hadn't been flying with him since Christmas. She loved flying more in the fall with the changing leaves.

They would always fly over the David Longaberger apple basket with handles on the west side of Newark. Basket is Longaberger's Home Office, Newark, Ohio. [IIC note: This apple basket landmark is at 1500 E Main St, Newark, OH 43055, about 3nm from the accident site on heading 058° which was a similar heading as the accident debris path.]

He would never fly low to the ground. She never felt like they were too close to the ground. They usually flew at 4,500 ft or higher if it was bumpy.

End of conversation.



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Date: 2/7/2022

Person Contacted: FAA Inspector Elizabeth Swingle

NTSB Accident Number: CEN22FA113

Narrative: In a series of text messages, Inspector Swingle stated in part:

One of the witnesses of the landing just called back and asked me to meet him tomorrow at VTA airport at 1530 to chat. He also was the one that spoke with Mr. Brown that morning at ZZV as they both were leaving at the same time from ZZV to go fly that day. Will get that statement to you tomorrow once it's completed

N740HN and his name is Roland Bailey

He also said there were about 5 or 6 other aircraft that day at VTA flying with instruction (already verified the CFIs at VTA did not witness the flight) and two additional at ZZV next to him and Paul Brown.

The other witness to the landing just called in and we chatted for a good bit. He is also going to meet me tomorrow at VTA. Prior to me getting the statements written up, a couple of notes:

Aircraft approached from West, landed RW09 opposite to other departing aircraft (they held position). N716MC was not making any radio calls, came in with what appeared to be 30 degrees flaps, conducted a "shaky landing that firewalled the aircraft". Clarification on the firewall was that witness stated it was hard enough to possibly damage firewall. From prelim maintenance records (without logbooks yet), nose wheel was replaced so not sure if repeated issues.

Continued...

Airplane then made engine noise of high acceleration and seemed a bit abnormally loud given wind being from south. Stated "engine making good power and sounded good". I questioned if witness could hear any change in pitch in prop (as in lever being moved) and he said that it was a little odd to him as he has experience with controllable pitch and noted it sounded like full throttle with constant pitch. He said aircraft departed a bit "wobbly" in regards to winds and small direction changes and that it was very low with at least 30 degrees flaps in until ridge/hill 1.5-2 miles east of field before he lost sight of it. He stated he could tell by the approach and departure from his experience that "I knew he was in trouble."

I will be sure to get these all written/sent, yet this is a recap which is along the lines of the CFI brief accounts now. The interviews are all scheduled this week and I have confirmed through official airman records a total of 5 failures for the PP certificate from 3 examiners with the common failure of hard landings and inability to maintain pitch and directional control of aircraft during flight.

End of text message conversation.



RECORD OF CONVERSATION

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Central Region

Date: 2/5/2022

Person Contacted: Barr Air Patrol crew, Zack Kinser and Cary Taylor

NTSB Accident Number: CEN22FA113

Narrative: In phone conversations with these crewmembers, they stated the following:

Barr Air Patrol crew flying N61CE on 2/1/22 at VTA.

Captain: Zack Kinser [REDACTED]

Summary: South wind, direct crosswind. 8 knots or so. He was taking off from runway 27 and the accident pilot was landing runway 9. He was holding short and waited on him to complete a touch-and-go landing. His observer made a comment that the accident pilot was late on his radio call and when he was on the go again. Zack looked up and didn't see him until he was about 100 ft agl on the departure. On the radio he remembers that accident pilot made calls for downwind to enter pattern. Made enough calls that he knew where he was. Pilot sounded normal. Accident airplane continued eastbound, but he did not watch much more than a few seconds.

End.

Observer: Cary Taylor [REDACTED]

Summary: They were waiting to depart, and the accident airplane was coming into to land from the west side. Accident pilot made a radio call that he was coming in to land. He doesn't remember if he was doing a touch-and-go or if we was aborting the landing. Seems like he aborted the landing and went around rather than an actual touch-and-go. Since he was on the other side of the runway he couldn't tell exactly what happened. Then saw him departing east and doesn't remember a radio call after that. Flaps were down when he was climbing out. Departure looked normal and the airplane headed east.

End.



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Date: 2/5/2022

Person Contacted: Jaye Hayes, friend of the accident pilot

NTSB Accident Number: CEN22FA113

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

Jaye knew the pilot socially. Their wives were also friends and interacted. The pilot was very serious about education and with efforts to better the community. The pilot was on a port authority board to help with local infrastructure. He was working on project Muskingum Co. for Magnum industrial complex. Very extensive work on this project. He knew that he frequently went golfing in the morning and was rather active.

Last fall (2021) he took 2 personal flights with pilot.

Sometime mid-fall he and his wife joined the pilot and his wife on a flight to Lake Eire, Port Clinton airport. They went to a museum where a Ford Tri Motor is stored. This flight was about 4.5-hour round trip. The pilot used the autopilot on occasion but was mostly hand flying. He was very complete, thorough, and serious as a pilot, but Jaye could not offer a full assessment since he wasn't a pilot himself. The accident pilot seemed very competent.

End of conversation.