



Michael J. Hodges
Investigator-In-Charge
Office of Aviation Safety, Central Regional Office

Date: January 6, 2023

Subject: CEN22FA375

Contact: Molly Davis (daughter of the accident pilot, Jack Davis)
Austin Davis (son of the accident pilot, Jack Davis)

The NTSB investigator-in-charge spoke with Molly Davis and Austin Davis over the telephone.

The accident flight on August 9, 2022, was a personal flight. The route for the personal flight was undetermined.

On August 8, 2022, the pilot was doing errands at his home. The son spoke to the pilot on the night of August 8, 2022, and the pilot was in "good spirits."

On August 7, 2022, and on August 6, 2022, the pilot was doing errands at his home.

The pilot's wife reported that the pilot seemed his normal self in the days leading up to the accident. The wife also reported the pilot was not taking any medications.

The pilot was retired. The pilot had a career as a television commercial director.

The pilot owned the airplane for about one year.

The pilot had been flying airplanes for over 30 plus years, with breaks in between.

The pilot did not use any legal or illegal drugs.

The pilot rarely consumed alcohol.

The pilot did not consume coffee.

The pilot had not used tobacco products in over 30 plus years.

The pilot did not have any issues with sleep or fatigue.

The pilot did not have any major stress events going on in his life prior to the accident.

The pilot lived an active lifestyle. He would walk 2-3 miles every day with his dogs. The pilot also worked on and drove motorcycles.

The pilot never reported any concerns with the airplane to family members.

The pilot never reported any concerns with flying to family members. The pilot recently took additional training to become more proficient in the airplane. The pilot recently reported to his family members that he felt "really comfortable" operating the airplane.

Nothing Follows