



NTSB RECORD OF CONVERSATION

Investigator name: Shaun Williams
Mode: Senior Aviation Accident Investigator
Region: Central

Date: July 07, 2022
Person Contacted: Chad Detwiler
NTSB Accident Number: CEN22LA303

Narrative:

On July 2, 2022, a Piper PA28-140 airplane, N270SA, sustained substantial damage when it was involved in an accident near Oklahoma City, Oklahoma. The pilot sustained serious injuries and the passenger was fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations (CFR)* Part 91 personal flight.

Mr. Detwiler was the pilot-in-command of the accident airplane at the time of the accident. He stated during an interview on July 7, 2022 that his weight was 180lbs and estimated the passenger's weight as about 250lbs. Immediately following the accident, both occupants were conscious and speaking with first responders. Mr. Detwiler stated that he heard the passenger inform the first responders that his weight was about 300lbs, but also seemed confused and was asking the paramedics what had happened. Although initially both occupants only sustained serious injuries, the passenger succumbed to their injuries two days after the accident, on July 4, 2022.

Mr. Detwiler stated that regarding the departure airport, typically when departing to the south, as the airplane climbed above the houses, "you get more airflow, which provides more lift." On the morning of the accident, as the airplane climbed above the houses, it did not perform as it normally would; he stated that "it almost acted opposite" as they began to lose airspeed and altitude as they got to the height of the houses. He stated that the airplane began to drift to the west, which he classified as an intentional drift to get past houses and ensure they were not putting anything in danger.

The further they went, it became apparent that they were not going to be able to continue climbing and had to look for a place to land. He saw transmission lines off to the sides running east/west. He stated that they were between the transmission lines and could not turn north due to the wind condition. He elected to begin a bank turn, remain below the lines while also avoiding fences. As he started to bank, he lowered the nose to gain airspeed, but the airplane seemed to immediately "fall out of the sky." Next thing he knew, they were on the ground. He stated that there was just no lift and no opportunity to gain any altitude after they had lifted off. When asked



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about the engine or airplane anomalies, he stated that they were full power and very attuned to the fact that they were still full power, however, it did not sound like they were full power. As soon as they got clear of the height of the houses, they started decelerating and losing altitude. There was no opportunity to set it back down on the runway. Too high and too fast and would have hit fences off the end of the runway.

When asked about weight and balance, he said that for what he knew, they were within weight and balance limits. He did not recall any conversations with anyone about being over weight.

END OF INTERVIEW