

Timothy N. Sorensen
Aviation Accident Investigator
Central Region

Date: May 14, 2024

Person Contacted: Bryan Cass

NTSB Accident Number: CEN24FA148 – Antlers, Oklahoma

Narrative:

Mr. Cass was the previous owner of the accident airplane. He noted that the DA-3 was identical to the DA-2 except that the cabin was extended 21" and the wing chord was increased 20%. The airplane was originally set to be serial number 1; however, it was certificated as an experimental aircraft so that the owner would be able to get a repairman certificate. The airplane had been designed and built by the pilot's father.

Mr. Cass reported that airplane "handling was excellent." It was difficult to stall under normal conditions; nothing "quirky" at all. With two people on board and full fuel, he estimated the gross weight was about 1,500 lbs. Under those conditions and with the control stick fully aft, the airplane did not break in a normal sense but would sink at 500 – 600 fpm. He never did any power-on stalls, nor did he test the glide range. He checked out the pilot in the airplane at the time of delivery. The pilot was "very good at low-speed maneuvering."

Mr. Cass reported that the airplane did not have an electrical system when he bought it. He had installed one which added about 40 lbs. The airplane was never weighed but he estimated the empty weight at 840 lbs. It was placarded at a 1,200 lbs. gross weight, but was "easily capable of 1,500 lbs." The airplane had a 20-gallon fuel tank installed immediately aft of the firewall. The fuel burn could affect the center-of-gravity "substantially." He had replaced one of the magnetos with an electronic

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ignition system. The airplane was comparable to a Cessna 150 but with better handling qualities.

Mr. Cass stated that when he purchased the airplane, it had a third seat and flew it with a third person once. When he sold the airplane to Mr. Davis, he recommended not to put a third person in the airplane because it was underpowered.

Mr. Cass commented that the airplane fuel system included a plumbing type ball valve on the firewall. During the checkout flight, the pilot inadvertently turned off the valve with his foot while they were on the ground.

----- End of entries -----



RECORD OF CONVERSATION

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Central Region

Date: April 8, 2024
Person Contacted: Jagger Meshaya
NTSB Accident Number: CEN24FA148 – Antlers, Oklahoma

Narrative:

Mr. Meshaya stated that he was a co-worker and friend of the pilot's son who was a passenger on the accident flight. He reported that earlier in the day, between 12:00 noon and 1:00 pm, he had a conversation with the pilot's son. The pilot's son commented that he and his father were going to take one of his friends flying that afternoon. They were going to "play a prank" on the friend by pretending to "stall the engine" and to blame that on him not putting his cell phone in airplane mode.

Mr. Meshaya reported that the pilot's son left work about 3:00 pm. Sometime before 4:00 pm, they flew over the clinic where both Mr. Meshaya and the pilot's son worked. Both of them were on Facetime during that portion of the flight. The fly over appeared routine to Mr. Mechaya and, afterward, the airplane turned to the south. Everything "looked normal" with regard to the airplane at that time.

Mr. Mechaya noted that the pilot was an experienced pilot and had served in the Air Force at one time. He owned two other airplanes in addition to the accident airplane. The pilot appeared to take good care of the airplanes.

----- End of entries -----



RECORD OF CONVERSATION

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Date: April 6, 2024
Person Contacted: Chet Glenn
NTSB Accident Number: CEN24FA148 – Antlers, Oklahoma

Narrative:

Mr. Glenn stated that he had a brief conversation with the pilot between 3:30 and 4:00 pm at the Stan Stamper Municipal Airport (HHW), Hugo, Oklahoma. The pilot was by himself, and the conversation was general in nature. The pilot subsequently departed alone in the accident airplane. The airplane seemed to perform normally, and nothing seemed out of the ordinary. He added that the pilot did not buy fuel at the airport before the accident flight.

----- End of entries -----

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Date: April 9, 2024

Person Contacted: Jennifer Ellis

NTSB Accident Number: CEN24FA148 – Antlers, Oklahoma

Narrative:

Ms. Ellis stated that she observed the accident airplane arrive at the Antlers Airport between 4:00 and 4:30 pm. Two men met the pilot when he arrived, and they all boarded the airplane. The pilot subsequently departed toward the south. She recalled thinking that three adult men in a relatively small airplane seemed like a lot, and that the airplane may have been overloaded. She noted that the takeoff seemed to be routine and there were no obvious anomalies with respect to the airplane.

Ms. Ellis added that she had never seen the airplane before, and that it looked like a “homebuilt” airplane. The weather was good, and the wind was variable from the north and east.

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