



Bradley Miller
Aviation Accident Investigator
AS-CEN

Date: December 6, 2024

Subject: CEN24FA327 - In Person Conversation Notes

Contact: Samuel "Sam" Fischer, FBO Manager, Norfolk Regional Airport / Karl Stefan Memorial Field (OFK), Norfolk, Nebraska

The OFK FBO manager was contacted in person during the onsite investigation. He recalled the accident pilot arriving around 11 to 12 o'clock Friday morning, August 23, 2024. He parked the accident airplane in the hangar after it arrived and pulled it back out on Monday morning for departure. He saw the pilot notice his friend pay for the hangar fee and surmised that was why he pulled over to the self-service pump so he could prevent his friend from purchasing his fuel also. No reports of bad fuel were received around the time of the accident. He said another pilot had arrived at OFK and commented that everything but Norfolk was socked in with clouds and/or fog.

8/28/24, 2:05 PM Site - QT POD Siteminder

QTpod
petroleum
on demand

QT POD Siteminder - Norfolk Airport

Home (/Portal/)
Configuration ▼
Transactions (/Portal/Transaction)
Reports ▼
Inventory ▼
Account Management ▼
Logout User adminofk@norfolkneairport.com (/Portal/Account/LogOff)

Transaction Detail

Terminal:	M4000-4000437	Pump:	100 LL	Product:	100 LL
Date:	8/26/2024 8:48 AM	Card Type:	MasterCard	Cardholder Name:	FINCK/CHARLES
Authorized Amount:	112.42	Response Text:		Approval Code:	07052Z
Customer Account:	None	Invoice Number:	100548	Settlement Response:	000074
Batch Number:	548	Start Totalizer:	10135.780	End Totalizer:	10160.850
Start Time (UTC):	2024-08-26 13:49:02.000	Price Per Unit:	5.59000	Gross Volume:	25.07000
End Time(UTC):	2024-08-26 13:54:02.000	Total Tax:		Sale Amount:	140.14
Total Price:	140.14	Auth Response Message:	APPROVED	Tail Number:	
Custom Ticket Message:		Capture Response:	MESSAGE		
Status:	CLOSED	Processor:	MSTS		
Network:	MSTS				

OK Cancel Print Receipt (/Portal/TransactionDetail/PrintReceipt?transactionID=8d11add1-186e-49ad-adf5-0ee27d26d83c)

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<https://portal.qtpod.com/Portal/Transaction#> 1/1

Fuel Receipt



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Date: September 23, 2024

Subject: CEN24FA327 - Phone Conversation Notes

Contact: Linda Gansebom, Friend of Accident Pilot

According to Ms. Gansebom, the accident pilot had told her that he had chosen to visit over the weekend because the weather was forecast to be good for flying Friday through Monday. The morning of the accident she came downstairs to find the pilot reviewing weather on his I-pad. She said he had two tablets that he flew with - one was an I-pad and another one also (different kind, type unknown). He had explained to her that he used two for redundancy. When asked if the pilot was rested she replied that he had slept in the guest room and seemed fine. They had a cup of coffee together and then headed to the airport. She observed him purchase fuel and depart. She mentioned that she had video of his arrival and his departure although the arrival video of the plane touching down was blocked out by a building. The pilot had mentioned to her that he had a "stalled" landing. After discussing the difference between a stalled engine verses an aerodynamic stall it wasn't clear which the pilot had referred to.

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Date: August 28, 2024

Subject: Witness Account

Contact: Douglas Nelson

Doug Nelson, the landowner where airplane crashed, heard an airplane flying to the northeast while loading his truck outside his pole barn (see Figure 1). He stated that he is a licensed pilot and that the clouds were about a 100 ft agl when he heard the airplane. A couple minutes later while stopped at the end of his driveway he heard an airplane again and that the engine got loud prior to a loud pop and then silence followed by a black plume of smoke. He eventually located the plane in one of his cornfields on fire and destroyed by impact forces.

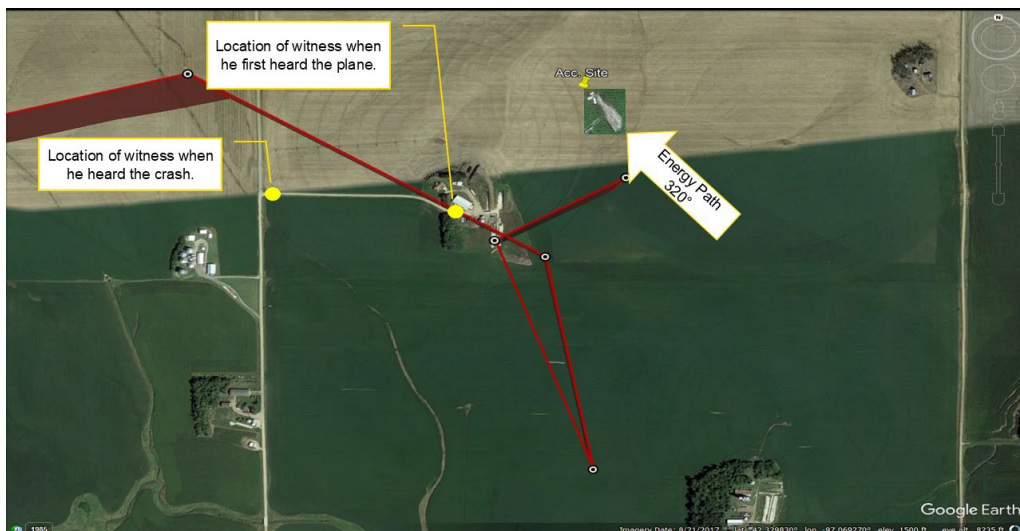


Figure 1. Witness locations for when he heard the plane; accident site location; flight data track on Google Earth.

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Date: September 11, 2024

Subject: CEN24FA327: Phone Conversation Summary

Contact: Mike Reid, Shared Hangar with Accident Pilot

Mr. Reid shared the hangar where the accident pilot's plane was stored for about 16 years. When asked he stated there were no maintenance or pilot logs stored at the hangar for the accident airplane or pilot. He had flown with the accident pilot a week or two before the accident for a fly-in breakfast. The flight was about 1.5 hours in duration and the plane ran good. He stated that the plane was old but well maintained and had dated avionics in it. The accident airplane had ADS-B in/out and the unit was installed in the wingtip with the lights.

The accident pilot regularly used a free phone app which another person from their hangar thought was Avere to check weather (Mr. Reid asked him while he was on the phone with me). Mr. Reid said the accident pilot was a "gadget guy" who he reminded to always focus on flying the airplane and not spend too much time looking at his electronic devices. He said the accident pilot had some type of tablet that he used when flying. Mr. Reid estimated that the accident pilot probably flew about 30 hours per year, mostly flying somewhere for breakfast with friends. He had seen the accident pilot turn back due to weather on several occasions.

Mr. Reid stated that on the morning of the accident at 0923, Lee Hanson, another person who shared the hangar with Mr. Reid and the accident pilot, received a phone call from the accident pilot. Mr. Hanson said that he answered and there was no one on the line. Nine minutes later Mr. Hanson called the accident pilot back, but no one answered. Mr. Reid had Mr. Hanson text a screenshot of his call log on his phone to corroborate the times.

