



RECORD OF CONVERSATION

Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: February 23, 2012
Person Contacted: Stephen DaCosta, FAA/FSDO, Atlanta, GA
NTSB Accident Number: ERA12CA190

Narrative:

During a telephone conversation, Mr. DaCosta stated that the airplane impacted trees with both wings about 2,400 feet prior to the runway 31 threshold at SBO. The airplane was able to continue the approach and land uneventfully; however, the impact with trees resulted in damage to the left wing spar, lower fuselage, and the stabilator.

Runway 31 was equipped with a localizer approach, but not an instrument landing system approach. Additionally, the runway was not equipped with a visual approach slope indicator. Red lights were located about 750 feet prior to the runway threshold, which were localizer antenna hazard lights. Following the accident, the airport manager checked all runway lighting and found them to be operational.