



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: August 12, 2014
Person Contacted: Paul Jazwinski, Peter Acquaro, and Mike Zentgraf
NTSB Accident Number: ERA14LA085

Narrative:

Federal Aviation Administration (FAA) Inspectors Jazwinski, Acquaro and Zentgraf were contacted by phone on January 6, 2014, the time and phone number were not recorded.

They provided details concerning the accident flight indicating the purpose of the flight was sightseeing with 2 passengers. The flight departed Danbury, CT, about 1500, under Part 91, and obtaining VFR flight following. The pilot stated that he circled the Statue of Liberty and the engine lost power. He reported switching tanks but that did not restore engine power. The pilot performed a forced landing on a highway. During the accident sequence, damage to all landing gears occurred. The fire department drained the fuel tanks and approximately 45 gallons of fuel were drained into a 55 gallon drum. They provided the accident site coordinates as 40 degrees 52 minutes 49.66 seconds North latitude and 073 degrees 54 minutes 07.02 seconds West longitude, which is located in Bronx, New York 10463. The airplane is insured.

Throttle, mixture, and carburetor heat control continuity was confirmed from each respective cockpit control to the each respective attach point in the engine compartment. The tachometer indicated 2612.37, and access to the carburetor venturi area was not possible. The airplane was recovered intact to a hangar at the New York Operations Heliport (Floyd Bennett Field) NY22, New York, NY.

Inspection of the airplane revealed the firewall was damaged, and the right spar was cracked by the main landing gear attach point. Ice was detected in the area of the propeller spinner. Samples of fuel were taken and all were clear and blue in color consistent with 100 low lead. The airplane was equipped with a JPI EDM 700, and also a GPS receiver. There was no damage to the propeller.

They reported that the engine was overhauled in 1992, and between then and 1996 accrued 100 hours. Between 1996 and 2008 the airplane had been operated 6 hours, and between 2008 and 2012 the airplane had been operated 3 hours. From 2012 to present, the airplane had been operated 96 hours.

The digest was reviewed with them during the phone conversation and they agreed with the content.



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Date: August 12, 2014
Person Contacted: Paul Jazwinski
NTSB Accident Number: ERA14LA085

Narrative:

Federal Aviation Administration (FAA) Inspector Paul Jazwinski was contacted by phone on January 7, 2014, at 1351 EST. He was called at [REDACTED]

He returned the call the next day at 1416 EST, and reported that the GPS receiver on-board the airplane is a Garmin GPSmap 696, S/N 1H6014811, and the JPI EDM 700 on-board the airplane was, P/N EQT 701-4C-0T, S/N 33284, Software P/N 302661 Rev 3-06.

He stated that the JPI was removed from the airplane on January 8, 2014, and confirmed that while the airplane was being transported on a trailer from the accident site to Floyd Bennett Field, the wingtips were damaged. He also stated that the fuselage was damaged by a strap during the recovery.

He provided an e-mail address for the pilot of: [REDACTED]

The digest was reviewed with him during the phone conversation and he agreed with the content.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: December 4, 2014
Person Contacted: Michael Schwartz
NTSB Accident Number: ERA14LA085

Narrative:

Mr. Michael Schwartz (pilot-in-command) and Sandra M. McDonough (pilot's attorney) were interviewed by phone on January 10, 2014, at 1300 EST. The call was made to the attorney's office phone number of [REDACTED]

At the beginning of the call, both were informed about the NTSB's role and authority in the accident investigation and also as to the status of the investigation.

Michael Schwartz provided an address of [REDACTED] South Salem, NY [REDACTED] and a physical address of [REDACTED] South Salem, NY [REDACTED]. His date of birth is [REDACTED] and he sells software. His third class medical certificate was dated April 11, 2013 with no limitations. His attorney advised it was his 3rd flight in the airplane since getting his private pilot certificate in November 2013.

He purchased the airplane in March 2013. The airplane is based at DXR, and since his purchase, it has been the only airplane he has flown. He estimated that he has accrued approximately 120 hours in the airplane since owning it, and have had no issues with the airplane or engine, and no major maintenance since owning it. He stated that an annual inspection was performed before his purchase (the maintenance records reflect the last annual inspection was signed off on April 15, 2013), and at the start of the accident flight everything on the airplane was functioning. The airplane was not equipped with shoulder harnesses. It was equipped on the accident flight with a video camera that was mounted with a view of the right side of the windscreen. The accident flight was recorded.

On the accident date prior to his arrival to DXR, he called and obtained a standard preflight weather briefing. He also performed weight and balance calculations. After arrival at DXR because of the cold his passengers got into the airplane while he performed a preflight inspection

using the airplane's checklist. During the preflight inspection he visually checked the fuel tanks which had been previously filled (typically filled at the end of a day in which the airplane was flown) and reported everything was in order as a result of his inspection.

The purpose of the flight was to fly the Manhattan Corridor to the Statue of Liberty and return to DXR; it was a 14 CFR Part 91 personal flight. Ms. Monica Castello (non-pilot) was in the co-pilot's seat and sustained a scratch to her forehead because of eyewear, and Ms. Kristina Terrill was in the right rear seat and was not injured. Both passengers were wearing lap belts, and he reported both had flown with him before.

Following his preflight inspection he boarded the airplane and verified that the cabin door was closed and locked. Once inside he performed a passenger safety briefing which included the use of the restraints, how to open and close the cabin entry door, and instruction on when conversation was permitted. He started the engine using the checklist which included using the primer, and taxied to the FBO to let the engine warm up. During this time he obtained the automated terminal information service (ATIS), then went to the ramp area and contacted ground obtaining his taxi clearance. He taxied to the run-up area near the runway and using the checklist checked that the flight controls were free and clear, raised and lowered the flaps, checked the gauges, fuel, vacuum, and amp meter. He ran the engine to 2,000 rpm and checked the right magneto first then returned to both followed by the left magneto and back to both; both magnetos dropped 100 rpm during the check. The engine rpm returned to 2,000 when the magneto switch was returned each time to the both position. He then applied (pulled) the carburetor heat control and noted rpm drop, then pushed in the carburetor heat control. He also turned off the auxiliary fuel pump and noted the fuel pressure then turned it back on. He verified the trim was neutral, adjusted the altimeter and DG, and taxied to the hold short line where he contacted tower and stated that he was departing to the southwest.

The flight departed with the fuel selector on an unknown tank between 1435 and 1440 EST, and when the flight was about 3 miles from DXR, he was told to switch to New York Approach Control. At the beginning of the flight when above 3,500 feet, he leaned the fuel to air ratio about $\frac{1}{4}$ inch based on the engine monitor and continued. While in contact with New York Approach he was told to maintain 2,500 feet at the Governor Malcolm Wilson Tappan Zee Bridge (Tappan Zee Bridge). At Tappan Zee Bridge he requested with ATC to descend to 1,500 feet and was approved. When the flight was below 2,000 feet the mixture was full rich and while descending to 1,500 feet, and air traffic control communications were transferred to Newark. At the Statue of Liberty he requested to descend, and was told to descend below 1,300 feet for 2 orbits. After the 2 orbits he climbed and while at 1,500 feet the alarm of his GPS went off (30 minutes since takeoff) which was his cue to switch fuel tanks. He turned on the auxiliary fuel pump and switched tanks and then turned off the auxiliary fuel pump while monitoring the fuel pressure. The flight proceeded in a northeasterly direction while climbing to 2,000 feet and in contact with Newark. When the flight was near mid-town Manhattan he was switched to La Guardia and first noticed the engine was not developing power. He began troubleshooting by turning on the auxiliary fuel pump and switching back to the previous tank, but this did not restore engine power. He also verified that the mixture was full rich, pushed the throttle full in, but did not apply carburetor heat; all with no affect. While descending at Best Glide airspeed (85 mph) he declared Mayday with ATC, and they provided a vector to La Guardia but he was

unable to visually see the runway and knew that he was too far away (5.5 miles) to reach it. He advised ATC he was unable, and asked for other options. At 1,000 feet he saw the Major Deegan Expressway had 2 of the 3 lanes closed and opted to land on it. He maintained best glide, and cracked the cabin entry door in anticipation of the forced landing, and actually had to extend the glide to clear cars behind and avoid cars ahead. While descending on approach he banked to avoid street light poles, and touched down with no flaps between 40 and 45 mph. After coming to rest he turned off the magneto switch, fuel selector, and master switch, and all occupants exited the airplane. He estimated the total flight duration to be about 40 minutes.

He estimated that 2 minutes elapsed between the first power loss and the touchdown on the road. He also viewed video and noted it took about 6 minutes for the nearby road workers to respond to the accident site.

He was asked to describe the landing and reported it was “hard but not really hard.” After touchdown it felt like it was skidding on metal. He also reported feeling the landing gear slowly collapse.

Based on the estimated flight time and the fact that he switched tanks 30 minutes into the flight, he estimated the total fuel burn would have been about 8 gallons, of which 6 would have been for the first 30 minutes and the remaining amount after switching tanks. He also reported that the propeller stopped in-flight.

He did not have a flight plan on file, but did have VFR Flight Following.

With respect to the forced landing he reported he did not contact any trees or light poles. He reported that some of the damage to the airplane could have been caused during recovery. He was also asked if he felt that becoming a pilot recently helped him during the forced landing and he said it did. He also stated that having 2 different flight instructors giving him different points of view also helped.

The digest was e-mailed to him and his attorney for review on January 13, 2014, about 0955 EST. Changes made by the pilot and his attorney were incorporated into the document on January 14, 2014, and e-mailed to both the same day at 1230 EST. The pilot’s attorney responded the same day at 1302 EST indicating, “Tim: The revisions are fine with me”, while the pilot also responded the same day at 1308 EST with, “Just landed looks good.” Additional information concerning leaning was added to the narrative which the pilot reviewed and responded on January 16, 2014, at 1121 EST with, “Looks Fine.”



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Sr. Air Safety Investigator
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Date: August 13, 2014
Person Contacted: Steven Geitz
NTSB Accident Number: ERA14LA085

Narrative:

Mr. Steven Geitz of Business Aircraft Jet Center was called on August 12, 2014, at 1441 EDT. He was called at [REDACTED]

He stated that on the accident date, they were called and towed N9409J from the run-up area to the ramp. While there they attempted to jumpstart the engine but were unable. A mechanic came, looked at the engine and hand propped it. After that the pilot departed.

He provided the name of the mechanic as Kari, and gave a phone number of [REDACTED]

The digest was reviewed with him during the phone call and he agreed with the content.



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Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: August 13, 2014
Person Contacted: Kari Sorenson
NTSB Accident Number: ERA14LA085

Narrative:

Mr. Kari Sorenson of Tally-Ho Aviation LLC was called on August 12, 2014, at 1444 EDT. He was called at [REDACTED]

He stated that he is an airframe and powerplant mechanic with inspection authorization (A&P/IA), and his certificate number is [REDACTED]. He provided an e-mail address of [REDACTED].

He was asked if he had maintained N9409J, and he stated that from memory he had done a little work after the pilot had purchased it, which included replacement of the ignition switch.

With respect to the accident date, he was asked if he had any information regarding the airplane being towed from the run-up area to the ramp. He stated that he does not have any notes, but stated he had a vague recollection of the pilot having a vibration, and securing the engine, and then being unable to restart it. He reported that the pilot contacted him.

While on the ramp after being towed, he noticed ice coming out of the spinner, and he possibly may have hand propped the engine to start it, but he did nothing else. There were no issues after the engine was started.

With respect to the accident, he reported seeing the video that was taken from the cockpit, but he could not recall how or whom provided it to him. He stated that in his review of it, the engine appears to lose power in stages, or sequentially.

The digest was e-mailed to him for review on August 13, 2014, about 1021 EDT, and he replied the same day at 1028 EDT, with, "Looks okay. Kari Sorenson [REDACTED]"