

Record of Interview

Name: Daniel Reid, Pilot-in Command, N5923P
Address: [REDACTED] Trussville, AL 35173
Phone: [REDACTED]
Date: 7/3/2014 ~14:30 CDT
Description: On scene of accident PA-24 N5923P

Mr. Reid and second pilot Vance Alexander arrived on the scene from the hospital. Mr. Reid immediately stated that he did not want to make any statement or answer any questions until he had consulted with a lawyer. I asked Mr. Reid if he could at least tell me what he remembered had happened. He again stated that he did not want to talk to me until he had a chance to speak to a lawyer. I asked if he could at least tell me who was flying. He stated that he had been flying, that it was his name on the flight plan. I asked him if he was the PIC and he responded yes, it was his name on the IFR flight plan. I said that acting as PIC and having your name on the flight plan are two different things. He then stated that he had been acting as the PIC. I asked him where was the IFR flight plan filed for and he stated that they had departed Shelby County Airport (KEET) and were filed for Monroeville, AL (KMVC). He stated that they had been on an IFR training flight and getting some practice with a new GPS, Garmin 430 that had recently been installed in the plane.

Mr. Reid then asked if he or Mr. Alexander could retrieve a pair of shoes and look for Mr. Alexander's glasses in the wreckage. I allowed them to approach the wreckage to see if we could identify Mr. Alexander's glasses and shoes. Mr. Reid knelt down and looked into the inverted cockpit. He reached in and seemed to be moving the loose material around. I advised Mr. Reid that he and Mr. Alexander needed to step back from the wreckage and that they could wait in the shade on the other side of the street. Mr. Alexander's nose and the right side of his face around his eye and cheek were swollen and had minor lacerations. I advised them to have a seat in the shade and if we found anything that we would give it to them if the investigation would allow. Mr. Reid became somewhat annoyed and said that I had just told him that he could look in the wreckage. I stated that he needed to let us continue our investigation of the accident and that he could wait on the other side of the street. He eventually got up and took Mr. Alexander over to the shade on the opposite side of the road.

About 20 minutes later, I went over to Mr. Reid and asked him how much fuel had been in the airplane when they departed KEET. He stated that the tanks had been full. I asked if the airplane had been fueled that morning and how had they determined that the tanks were full. Mr. Reid stated that the airplane had been fueled after its last flight and that they had checked the fuel during preflight. I then told Mr. Alexander that I had understood that he was experiencing engine trouble. He stated that they were climbing out after doing a missed approach from the RNAV 3 approach. During the missed approach, after he had added power and during the climbout, the engine began to run rough and was sputtering. He thought they were about 400 feet AGL. He was on crosswind and just about to turn right downwind. The gear and the flaps were up. He tried switching tanks, confirmed the boost pump was on, and the mixture rich. Nothing seemed to help and so he went to best glide speed (83 K) and began to look for a place to land. He said he did not remember much after that. He does remember that they crawled out and when he did, he made sure the master switch was off, fuel pump was off and he tried to move the mixture control but it was jammed and would not move. I asked him if he remembered adding carburetor heat when the engine was sputtering and he said no, he did not. He stated that he didn't think he would need carb heat on a day like today. Mr. Reid then stated to me that Mr. Alexander is a Judge and that there was some "PPI" paperwork in the

wreckage and that Mr. Alexander was concerned about recovering the paperwork. I stated that I would set everything aside as we continued reviewing the wreckage.

I returned to the wreckage and after another 15 minutes or so, I went over to Mr. Reid and asked him to tell me again about the purpose of the flight. He stated that he was training Mr. Alexander and they were practicing using the newly installed Garmin 430. They had flown from KEET to KMVC in the IFR flight plan and that they had flown the RNAV approach to the missed approach point and then began the missed approach. Mr. Reid then added that, prior to departing KEET, he had completed three landings in the airplane and then they had flown directly to KMVC.

As we stood on the road, I discussed the angle of approach with Mr. Reid and explained that it looked like he came in left wing high and clipped the large pine tree. Mr. Reid said that he did not remember anything about the last part of the accident and had no idea how they ended up inverted. As the recovery crew turned the airplane right side up, many pieces of paperwork were uncovered and I set those to the side with some aircraft manuals and a flight bag. As the wreckage was loaded on the truck, Mr. Reid again came over and requested that they be allowed to take the "PPI" paperwork. I looked through the pile and allowed Mr. Reid to take some of the paperwork from the pile. I believe he took his pilot logbook. Mr. Alexander's logbook was not found among the wreckage at that time.



Nina A. McBride
Aviation Safety Inspector, OPS
AL/NW Florida FSDO, SO-09

Statement of Vance Alexander, Pilot

Accident of N5923P, Monroeville Alabama (KMVC), on 03 July 2014

Monroeville was chosen for the destination because I had flown down there numerous times. A thorough pre-flight was performed which included checking and assuring that both tanks were topped off and checking the sump drains for both sides, which showed no water in the fuel. It was standard procedure for us to top off after returning to KEET after each flight, as we did prior to this flight. Oil level and other aspects of the preflight were performed. Prior to take off the checklist was followed and I affirmed that the fuel selector was on the left side ("fat man side").

The flight to Monroeville followed the victor pathways without incident and we maintained radio contact with ATC. The RNAV 3 procedure was followed at the stated altitudes and course was maintained on descent to the missed approach point. At low altitude a go-around was initiated. Centerline was tracked and appropriate speed was maintained. On climb out the engine sputtered and quit, then seemed to restore but died completely. I switched fuel tanks with the selector and confirmed that the electric fuel pump was on; Dan confirmed these actions. I saw him check that both mags were on, mixture was on full rich. I adjusted to best glide speed.

Available landing spot alternatives were not good. A hole in the trees appeared to be the best chance. A power line was cleared and we hit the trees with one wing then on to a residential street. I do not remember after that until Dan pulled me out of the plane. After that we were taken to Monroe County Hospital Emergency Room where Dan and I got a few stitches and were released.

Vance Alexander

18 July 2014