



MEMORANDUM OF RECORD

Luke Schiada
Senior Air Safety Investigator
National Transportation Safety Board
Office of Aviation Safety - Eastern Region Aviation

Date: October 2014
Person (s) Interview: Andrew Miller
NTSB Reference Number: ERA15FA003

Narrative:

Mr. Miller was the son of the accident pilot (Raymond Miller). Between the dates of October 4 and 10, 2014, I spoke with Mr. Miller on several occasions. On at least two occasions, Mr. Miller's brother (Darren) was conferenced on the telephone line. During our conversation he provided the following information:

- The airplane was based at the Flagler County Airport (XFL).
- His father had not flown the accident airplane solo previously and thought he was taking it on a local test flight at the time of the accident.
- He was not aware of any recent maintenance that was performed on the airplane.
- He was not certain where the airplane's maintenance records were.
- The airplane was likely last flown when it was repositioned from Fort Pierce, Florida, to XFL, about 6 months prior to the accident.
- When his father failed to meet a family member on the evening of October 3rd, local authorities were contacted.
- His father lived an active lifestyle and was in good health. He was not aware of any medical conditions that may have contributed to the accident.
- They spoke with the day prior to the accident and discussed taking a family trip.
- He was not able to provide any information regarding his father's flight experience and stated that he would provide his pilot's logbooks for review if located.
- Both Mr. Miller and his brother indicated that they preferred that the airplane not be recovered. They indicated that they felt their father passed away doing something he loved and they preferred if his remains could be left undisturbed.



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Date: October 8, 2014
Person (s) Interview: Gordan Dewind
NTSB Reference Number: ERA15FA003

Narrative:

Mr. Dewind was interviewed via telephone. During our conversation, he provided the following information:

- He had known the accident pilot for about 6 years and considered him "a best friend."
- The airplane was built and maintained by the pilot.
- The pilot performed a condition inspection on the airplane, but he was not certain when it was performed.
- The airplane had been operated for about 5 total hours, and he believed the pilot had flown in it with an instructor for "less than 3 hours."
- The engine arrived in parts and was built from a kit.
- It was flown from Fort Pierce, Florida to the Flagler County airport about 6 months prior to the accident.
- Prior to the flight from Fort Pierce, and since the time of the accident, the pilot was experiencing issues with the airplane's fuel system. Within the past two weeks, there had been a fuel leak and the pilot had been adjusting the carburetor.
- They most recently spoke the Monday or Tuesday before the accident, and he told the pilot not to fly the airplane without an instructor.
- The pilot previously built a Zenith 701 airplane a few years ago.
- He was not certain if the pilot had any specific medical issues, but noted that the pilot's hands "shook a lot."



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Date: October 8, 2014
Person (s) Interview: David Bowers
NTSB Reference Number: ERA15FA003

Narrative:

Mr. Bowers contacted the NTSB to report that he was a witness to the accident. During our conversation, he provided the following information:

- He was in his back yard of his residence [REDACTED], Palm Coast, Florida) when he observed an airplane that looked silver or white flying north as it passed overhead.
- The time was between 0900 and 1000.
- He estimated that the airplane was about 1,000 feet above the ground and climbing.
- He could hear the engine operating a high constant rpm and then it suddenly completely lost power.
- The airplane immediately turned left and spiraled down in a controlled manner about two turns before it descended below his view.
- He did not hear any "bangs" or "pops" prior to the loss of engine power.
- He did not observe any smoke or anything separate from the airplane at any time.
- The airplane was "quiet" and he did not hear and any sounds associated with an accident, and assumed that the pilot of the airplane performed a successful emergency landing to a nearby former golf course.

Schiada Luke

From: David Bowers Bowers [REDACTED]
Sent: Thursday, October 09, 2014 10:49 AM
To: Schiada Luke
Subject: Re: FW: N461MM Flagler County Accident

Subject: Eye witness account of aircraft accident of Oct. 3, 2014 between approximately 9:00am to 10:00am

I witnessed a single engine aircraft (white/silver) lose power over my home (52 Leaver Dr. Palm Coast) on Friday October 3, 2014. Prior to losing power, the aircraft was climbing out of approximately 1000 feet and heading north. The engine was operating at a high rpm before shutdown and did not exhibit a loud bang, smoke or fire. The pilot immediately turned left/west and went into a circular pattern eventually completing 2 turns. I did not hear any attempt to restart the engine. It was my impression that an emergency landing would be attempted at the former #1 fairway of the old Matanzas golf course.

I hope this aids in your investigation. If I can be of any further assistance, please don't hesitate to call.

David Bowers

