



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: August 16, 2015
Person Contacted: Tim Smith (Paragon Aircraft Service)
NTSB Accident Number: ERA15FA312

Mr. Smith was interviewed at Paragon Aircraft Service

According to Mr. Smith, they provided the maintenance for N63TV.

The owner's landings were a little rough, and he had a few flat tires, that is why the extra set of tires was in the airplane, as he would carry them around in case he blew a tire on landing somewhere.

Anything that bothered the owner he would get fixed. Most of the items were cosmetic, or routine maintenance, such as oil and filter changes, gauges, starter replacement, lights, accessories, battery replacement, compliance with ADs and service bulletins, etc.

The only major work done had been them chasing down high oil consumption, they had stopped some leaks in the oil system, replaced the turbocharger, and replaced some cylinders.



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Date: August 17, 2015
Persons Contacted: Inspectors Chris Zuza and Dramaine James (FAA)
NTSB Accident Number: ERA15FA312

According to FAA Inspectors Zuza and James, Caldwell ATCT personnel witnessed the airplane hold short of Runway 22 for approximately 5 minutes before the takeoff and left turn. They also saw the airplane disappear behind trees on the edge of the airport, then saw smoke rise into the air.

Inspectors Zuza and James also advised that a student pilot had observed the airplane go from approximately idle to full power during the runup prior to the takeoff from runway 22 approximately 5 times, and that the engine did not sound "right."



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Date: August 17, 2015
Person Contacted: Paul Digangi
NTSB Accident Number: ERA15FA312

According to Mr. Digangi, he was standing outside a business having a cup of coffee when he saw an airplane come from the south behind a building near the woods. He could not hear any engine sounds and the airplane appeared to be gliding. It then made a hard-left turn, went into a "nose dive," towards the ground, and exploded when it hit.



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Date: August 17, 2015
Person Contacted: Robyn Thornley
NTSB Accident Number: ERA15FA312

According to Ms. Thornley, she was driving south and passing the airport, when she saw an airplane flying about 30 feet off the ground. She could not hear any sound coming from the airplane and it appeared to be moving slowly over the ground (she believed it was gliding). It was heading east when she saw it and then it suddenly turned left (banked) sharply, as if it was trying to turn back to the airport. She believed that the left wingtip almost made ground contact during the turn. The airplane then nosed down steeply and suddenly, and she could see smoke rise.



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Date: August 17, 2015
Person Contacted: Val Nasano (Witness)
NTSB Accident Number: ERA15FA312

Mr. Nasano was interviewed over the telephone.

According to Mr. Nasano, he and Mr. Hannon were good friends and talked or texted about 5 to 6 times a day with each other.

Mr. Hannon was going to pick up the owner of the airplane at Teterboro airport that morning. Mr. Nasano owned a Cessna 182 and was interested in purchasing a Cessna 206 like the one Mr. Hannon was flying, so Mr. Hannon, invited him to meet him at the airport and he would show him the airplane.

Mr. Nasano arrived at the airport about 0930. He noticed that Mr. Hannon had already completed the preflight. Mr. Hannon appeared to be fine, his usual self, and doing good that morning while he was showing Mr. Nasano the airplane. Mr. Nasano then said goodbye to him, closed the door on the airplane for him, and went back into the FBO.

Mr. Nasano then heard him startup, and the airplane stayed on the ramp for a few minutes, and then taxied out. About 10 minutes later, Mr. Nasano saw the airplane as it passed by the window in the FBO that was facing the runway. It seemed quieter than it should have to him and he thought that it did not seem to be moving very fast. About 10 minutes later, a line service agent entered the FBO and said that there had been a crash.



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Date: August 17, 2015
Person Contacted: Gina Scaglione (Witness)
NTSB Accident Number: ERA15FA312

Ms. Scaglione was interviewed over the telephone.

According to Ms. Scaglione, she and her daughter were driving past the airport when they noticed an airplane flying very low coming directly at them. It passed directly over the car they were in and they could see it through the sunroof. "It was tilted over, almost on its side," when it went over them from their left, to their right, and then it "went straight down," and crashed behind a building. There were "instant flames." They did not hear anything as it went over them.



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Date: August 18, 2015
Person Contacted: Loriann Rella
NTSB Accident Number: ERA15FA312

According to Ms. Rella, she was standing outside a business talking with her friend Mr. Digangi, when Mr. Digangi yelled "Oh God" or "Oh My God," or something similar. She immediately turned, and saw the airplane gliding/heading towards the ground. It looked like it was in slow motion to her, and it appeared to be at the same height as the tree tops. It then banked hard left and nosedived, into the ground, where it immediately caught fire.



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Date: August 20, 2015
Person Contacted: James Petrizzi (Flight Instructor)
NTSB Accident Number: ERA15FA312

Mr. Petrizzi was interviewed over the telephone.

According to Mr. Petrizzi, he was a flight instructor and had flown about 20 to 30 hours in N63TV and had flown it a few days before the accident.

On the day of the accident he was supposed to fly with the owner but instead went to a golf tournament in Wisconsin. When he landed there his phone "started blowing up" with the news of the accident.

The prior week he had flown N63TV, to Lake George, New York with his family. He had never experienced any problems with the airplane, never a "hiccup." Or he would not have placed his family in it.

On the day of the accident, Mr. Levenson (the owner of the airplane), was going to be picked up by Mr. Hannon at Teterboro airport, then they would have flown to South Hampton where Mr. Levenson he had a home.

During the time that Mr. Petrizzi knew Mr. Levenson, Mr. Levenson had gone through about 5 to 6 instructors, and since Mr. Petrizzi was not available, Mr. Levenson had asked Mr. Hannon to fly with him.



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Date: September 17, 2016
Person Contacted: Tim Smith (Paragon Aircraft Service)
NTSB Accident Number: ERA15FA312

Mr. Smith was re-interviewed over the telephone.

When asked what prompted them to replace the turbocharger and the cylinders, he replied that the owner of the airplane, was having an oil consumption problem.

His (Mr. Smith's) mechanics had "found oil on the intake scroll of the turbocharger and on the belly of the airplane." This is what had originally prompted them to replace the turbocharger which was under warranty at the time.

They later replaced the 3 cylinders as they had found oil in the combustion chambers when they inspected them and found the rings stuck in the piston so they thought that might be part of the oil consumption problem.



RECORD OF CONVERSATION

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Date: June 15, 2017
Person Contacted: Bianca Scaglione
NTSB Accident Number: ERA15FA312

According to Ms. Scaglione, she and her mother were driving to the mall. She was the passenger and her mother was driving. They were heading northbound when she noticed an airplane coming towards them extremely low. She did not hear any sound coming from the airplane. It then started to turn, and then hit trees and the ground. It immediately caught fire.