



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: January 20, 2016
Person Contacted: Roger Lee Kempfer
NTSB Accident Number: ERA15LA257

Narrative:

Mr. Kempfer was contacted by phone on July 9, 2015, at 1125 EDT. He was called at his cellular phone number of [REDACTED]

At the beginning of the phone call he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that any person NTSB talks with has the right to representation, and agreed to the interview.

He provided a home address of [REDACTED] Riner, Virginia [REDACTED] and an e-mail address of [REDACTED]. He indicated his date of birth is [REDACTED] and his pilot certificate number is [REDACTED]. He has a commercial pilot certificate with airplane single engine land rating. He has a special issuance third class medical certificate which expires March 26, 2016, with a limitation to have corrective lenses. He estimated his total flight time is 2,200 hours, of which 2,000 hours were in the accident airplane.

FAA records indicates a Bill of Sale dated March 3, 1985 in which he purchased the airplane. At the time of the accident, the airplane was based at New River Valley Airport (PSK), Dublin, Virginia. While there it is located in a community hangar. It is equipped with shoulder harnesses at the front seats, and during the accident flight he had on-board a Garmin 396 GPS, S/N 28204053 which he was not using. The airplane was not equipped with an engine monitor or analyzer. An annual inspection was last signed off on June 10, 2015; the inspection was performed by Joe Wilson, whose home phone number is [REDACTED] and his cellular phone number is [REDACTED]. The last annual inspection was not an owner assisted inspection, and he reported the mechanic did not find any issues during his inspection.

The purpose of the flight was to fly from PSK to Twin County Airport (HLX) with him as the pilot-in-command in the left seat and Jason West (also a pilot) in the right front seat. Mr. West had recently purchased an airplane that was located at HLX, and they intended to examine it. Mr. West, can be reached at [REDACTED]

He performed a thorough preflight inspection of the airplane from memory since the flight was the first flight since the annual inspection was signed off. He reported both fuel tanks were full; the airplane was fueled last about May 7, 2015. He reported his preflight inspection included a check of the tires, brakes, ailerons, empennage, and tail feathers. He did not recall checking the fuel tanks for fuel level nor did he recall checking the fuel tank sump drains or fuel strainer for contaminants, adding that in his years of flying have not found any issues during his checks. After engine start he taxied to the runway where he performed an engine run-up, reporting that each magneto drop was no more than 75 rpm each (normal). He could not recall what position the fuel selector was positioned at for takeoff.

The flight departed PSK about 1640 EDT (no flight plan was filed), and during takeoff with full power applied he noted full red line rpm reporting, "everything was normal." After takeoff he climbed to 3,500 feet mean sea level (msl), and while in cruise flight maintained between 65 and 75 percent power, or between 2,350 and 2,400 rpm with the mixture leaned. He flew towards HLX, and based on the wind favored landing runway 19. He flew over the airport at 3,500 feet msl, or about 800 feet above ground level (agl), and entered midfield left downwind for runway 19. When abeam the numbers, he lowered the flaps to the first notch (10 degrees), went full rich on the mixture control, and descended 300 feet, but did not turn on carburetor heat. He turned base and final close-in, and while on final at 500 feet agl at 80 miles-per-hour, the next thing he knew they were on the ground. He indicated the engine did not sputter or experience any type of power loss, and the engine was "running OK." He indicated that he feels the airplane descended due to a microburst, and was asked if there was a rain shower nearby and reported no. He also indicated that when the airplane was low to the ground, Mr. West put his hand on top of his which was on the throttle control and added full power but reported it was too late. He was asked if he stalled the airplane and reported he did not.

He indicated the weather conditions consisted of broken clouds at 4,500 feet agl, no rain, and the visibility was greater than 10 miles. He also indicated there were cumulous clouds at 4,500 feet.

He (Mr. Kempfer) who was wearing the seatbelt and shoulder harness sustained injury to his right forearm that required 7 sutures, and also possibly several broken ribs but that was not confirmed by X-rays. Mr. West who was also wearing the seatbelt and shoulder harness did not sustain any injury.

The insurance adjuster is Ed Encinas, whose phone number is [REDACTED] Postaccident the airplane was taken to HLX.

The digest was e-mailed to him for review on July 9, 2015, about 1350 EDT. He replied by USPS on 7/20/2015; his comments were incorporated into the document.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: February 4, 2016
Person Contacted: Edward Jason West
NTSB Accident Number: ERA15LA257

Narrative:

Mr. West was contacted by phone on January 21, 2016, about 1512 EST. He was contacted at [REDACTED] He provided an e-mail address of [REDACTED]

At the beginning of the phone call he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that any person NTSB talks with has the right to representation. He agreed to the interview without representation.

He indicated that he is friends with the pilot-in-command (Mr. Kempfer) and is a private pilot. His total time is between 100 and 140 hours. He indicated that he has flown the accident make and model airplane, and have flown with Mr. Kempfer in the accident airplane previously.

With respect to the accident flight, he reported the purpose was to inspect the airplane he had bought (a Cessna 172). After takeoff Mr. Kempfer flew over an airport that was owned by a friend of his with the runway under construction. Mr. Kempfer then proceeded to the destination airport and initially intended to land on runway 01, but when close to the field changed his mind and elected to land on runway 19. He (Mr. West) indicated that to him, the flight "was below the traffic pattern altitude" he would fly, but indicated that was normal for Mr. Kempfer being an Alaska bush pilot. He indicated that Mr. Kempfer entered the midfield with a left turn, and he (Mr. West) began paying attention to Mr. Kempfer's I-pad. He remembered Mr. Kempfer calling base and final legs, and the last thing he heard was the engine come back. He looked up and did not see the runway rather he saw terrain. He knew something was wrong and told Mr. Kempfer to add full power. He (Mr. West) reached for the throttle control to add power but when asked if he pushed it forward he indicated things happened very fast and could not be sure. He recalled the impact, which felt like a roller coaster and noted the airplane came to rest. He (Mr. West) was wearing the seatbelt and shoulder harness and was not injured; he was seated in the right

seat. He also indicated that he made a written statement and had provided that to the FAA inspector. He was asked to provide NTSB a copy and he indicated he would.

With respect to the low altitude flown while in the traffic pattern, he did not feel that was an issue for Mr. Kempfer.

The digest was e-mailed to him for review on January 21, 2016, at 1551 EST, and he replied on January 26, 2016, at 1431 EST, with, "Mr. Monville, I did receive a copy of the notes about our conversation. I believe it to be what we discussed. Thank you. Jason West"