



MEMORANDUM OF CONVERSATION

Aaron McCarter
Air Safety Investigator
Eastern Region

Date: April 21, 2016
Person Contacted: Michael Bangert (Flight Instructor)
NTSB Accident Number: ERA16FA165

Narrative:

Called the certified flight instructor (CFI) who provided instruction to the pilot, Mr. Hess; herein known as pilot. The instruction was provided in the RV-12 accident airplane.

The pilot called to get checked out in the RV-12. He stated that the pilot had informed him that he had no experience in light sport aircraft. By the time the pilot showed up for instruction, he had already completed the test and had been through the schools standard operating procedures. The school was Chesapeake Sport Pilot, the operator of the airplane.

The pilot appeared to know the Dynon flight display operation and felt comfortable.

They flew together twice. Around the end of March and on April 7, 2017 for a total time of about 2.5 hours. They also did ground instruction.

The first flight consisted of steep turns, stalls, landings and go-arounds. The pilot appeared to be very comfortable in the airplane. On the second flight, about a week later, they did short and soft field take-offs and landings and one go-around. When asked about any issues the pilot may have had, he stated that he tended to be high on final approach

They discussed the pilot's background. The CFI mentioned that the pilot had flown the A-6 Intruder and was an aid to the Secretary of Navy. The CFI assumed he had a medical, but the pilot never mentioned it. The pilot did not show any signs of a medical condition.

When asked about the first flight again, the conditions were gusty with an 11-knot crosswind. The pilot handled it with no problem. The CFI stated that entering downwind is done about 75 to 80 knots and pattern altitude is 1,200 feet. Abeam the numbers, you're supposed to reduce power and slow to 65 knots with the flaps up. While turning left base to final you're descending out of 1,000 to 900 feet and by the time you turn final, you're at 65 knots and 400 feet. He mentioned that with gusty conditions of 10 knots, its best to add 5 knots to the airspeed as a precaution.

When queried about flap position in gusty conditions, he mentioned "No Flaps; Why would you."

The phone call was concluded.



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Date: April 21, 2016
Person Contacted: Ron Shiffer (Previous Pilot of Airplane from Earlier in Day)
NTSB Accident Number: ERA16FA165

Narrative:

Called the previous pilot of the RV-12 accident airplane who rented and flew the airplane earlier in the day.

The pilot stated he has about 20 hours in the RV, mostly in this airplane.

It was a very windy day and turbulent. He rented the airplane from about 0900 to 1100 and flew out to Ridgely Airpark¹ then back after getting some fuel.

He stated he departed Stevensville and everything with the airplane was "in the green." There was nothing unusual with the flight or the airplane.

He mentioned that he's building a Sonex then mentioned that it took him 4 to 5 hours to comfortably transition to the RV. He stated that with the flaperons, it's easy to miss the first stop when deploying them. Also, if you dump full flaps quickly, the nose will climb.

He stated the pattern entry and airspeeds of less than 83 knots on entry to downwind, put the flaps to the first notch abeam the numbers, then the second notch while turning base; you're about 63 knots and 500 feet when you turn base to final.

He had nothing else to add, but reiterated that aside from the windy conditions, it was a normal flight that day.

The phone call was concluded.

¹ Ridgely Airpark (RJD) Ridgely, Maryland