

Donna Maglione

Pittstown, NJ 08867

Was in house replacing smoke detector, heard the plane, then silence then a huge boom! I ran out to the backyard to look around when I saw the plane in our field. I immediately ran towards the wreckage and saw two people in the plane. At that same time, a few men were pulling down our fence to come onto the property to help. A gentleman came up on my side and he thought he felt a pulse on the female, so we both started telling her that help was on the way, but I did not see any movement at all. At that point, I motioned back that there were 2 people in the plane. I then noticed that gasoline was leaking close to our feet, so we stepped back a little bit; but then the State Police had arrived along with other emergency personnel and we were asked to move back.

Donna Maglione

9/26/2016

Sept. 26 2016

Don Kralik

Pittstown, NJ
08867

On Sunday Sept 25 I was working on the back corner of my property. Around noon I was walking back to the house. I noticed an airplane from Sky Manor airport and it appeared to be very low & slow compared to the many other planes I've seen taking off.

At that point I stopped and immediately went for my phone to call 911. I continued watching ~~the~~ and A few seconds later the plane rose slightly and turned to the right ~~and~~ ~~not~~ ~~at~~ ~~all~~ The plane appeared to be perpendicular to the ~~to~~ ground then pivoted nose down

~~At~~

and rapidly lost altitude. I lost sight of the plane ~~as~~ as it went below the top of the barn on my property. then heard a crash.

I finished the 911 call and then went to the scene of the crash.

The plane was on my neighbors property ~~at~~ wedged between some trees.

As there were already a ~~number~~ number of people around the plane I did not approach.

During ~~the time~~ ^{the time} I observed the plane I was facing approximately north west with the airport about a mile ~~and~~ down the road to my right.



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: September 26, 2016
Person Contacted: Adam Silverstein
NTSB Accident Number: ERA16FA325

According to Mr. Silverstein, he had been flying earlier on the day of the accident and was sitting in front of a hangar, when he observed the accident airplane come in “fast and long,” and then go around.

The airplane then came around again, and he observed that it “had a lot of speed.” When it was halfway down the runway, it was still 7 to 10 feet above the runway, and the pilot was “working it.” The airplane then touched down on the nose wheel, then the mains.

The power was then heard to increase, and the airplane gained a small amount of altitude. The airplane then went over a field located off the end of the runway, and the airplane pitched up above a row of trees. It then turned slightly to the left, the left wing then “dropped,” and the airplane disappeared behind the tree line.

During the pitch up to clear the trees, and while turning left, Mr. Silverstein advised that he could see the top of the airplane. He also advised that when the airplane turned left, and the left wing “dropped,” that the airplane pitched down about 75 degrees. He did not hear any aggressive engine noise during the event.



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: September 27, 2016
Person Contacted: Billy Sucher
NTSB Accident Number: ERA16FA325

According to Mr. Sucher, he observed the airplane come in "high and hot," two times.

He did not however see the accident occur, as the airplane once past where he was on the field, disappeared from his view behind some buildings.



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: September 27, 2016
Person Contacted: Marshall Cataldi
NTSB Accident Number: ERA16FA325

According to Mr. Cataldi, At the time of the accident he was hovering in a helicopter over a field on the south side of the airport when he observed the airplane touchdown about 1/3rd down the length of the runway, and then bounce once. He then heard the pilot transmit that he was going around.

When the airplane was going around and was over the end of the runway, he observed it pitch up, then go slightly to the right, and appeared to head for a gap between trees. The airplane at this point appeared to be "wallowing at the edge of a stall." The airplane then pitched up steeply and it appeared to be "almost vertical." It then "winged over to the left" in a nose high attitude, and then nosed down.

Mr. Cataldi then transmitted a "Mayday" call and flew over to the accident site to see if he could help.



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: September 27, 2016
Person Contacted: Fredrick Whitney
NTSB Accident Number: ERA16FA325

According to Mr. Whitney, He was flying at the airport when he heard the pilot of the accident airplane transmit that he was going around. Then, after landing, Mr. Whitney heard the airplane in the pattern, then saw that the airplane "was fast and long" on the approach to landing. Mr. Whitney then heard his passenger say: "Whoa" and comment that the airplane had pulled up abruptly.



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: September 27, 2016
Person Contacted: Heywood Salano
NTSB Accident Number: ERA16FA325

According to Mr. Salano, he observed the pilot initiate the second go-around, and saw the airplane when it went around about 2/3rds down the runway. The engine did not sound to him like it was producing full power and sounded to him like the pilot had "casually" added power and like the engine was at low power.



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: September 27, 2016
Person Contacted: Rich Leone
NTSB Accident Number: ERA16FA325

According to Mr. Leone, he observed the airplane on the go-around when it was about 3/4 of the way down the runway and was about 3 feet in the air. He did not sound like he had full power.



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: September 27, 2016
Person Contacted: Paul Weintraub
NTSB Accident Number: ERA16FA325

According to Mr. Weintraub, He arrived in a Piper Saratoga and had parked on the ramp about 10 minutes before the pilot made his first approach for landing. Mr. Weintraub observed the airplane come in "too hot," touch down, then go-around.

The airplane then came in a second time, touched down twice, then leveled off, and then started "skipping" down the runway. Near the end of the runway he observed the airplane go-around, then climb slowly.

Mr. Weintraub advised that when the airplane was about 400 feet above ground level, the airplane appeared to him to turn and then stall, as it appeared to roll left wing down about 90 degrees, and then appeared to go "straight down."

Mr. Weintraub also advised that he believed there was a crosswind at the time, and he believed that the wing flaps were down, on the airplane during the first approach, but did not know if they were down on the second approach.

Gunther Todd

From: Paul W [REDACTED]
Sent: Tuesday, September 27, 2016 3:21 PM
To: Gunther Todd
Subject: N526AM

Todd, My partners who were also witnesses to the accident are Jeff Frank, [REDACTED]

Jake Wharton, [REDACTED]

The only other thing is that we did hear AM call in, I believe when I was taxiing our Saratoga in after our arrival and as I recall he reported 7 miles SW for a left downwind to 25. I noted that since I knew the airplane and that we had seen him doing his preflight before we departed. We have ADS-B on our Saratoga and we showed up at 15:19 zulu and landed at KPNE at 15:39 zulu. We picked up our partner and departed KPNE about 15 minutes later and arrived at N40 probably at 16:23 or so, maybe 7 to 10 minutes before 526 AM. Our tail number is N886JH if you want to check the ADS-B timing.

I did mention that he bounced many times, at least six, in level flight...did not porpoise and did not go very high each time. Did not swerve or skid either. I was standing about the level of the last table out from the terrace towards the taxiway just about directly in line with the end of the restaurant building. We had walked out specifically to watch the Mooney's arrival and as he went down the runway I walked further down toward the taxiway to see the full runway on the second attempt.

Respectfully,

PW

--

Paul Weintraub
[REDACTED]

Bristol, PA 19007
[REDACTED]



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: September 27, 2016
Person Contacted: Joseph Gauvreau
NTSB Accident Number: ERA16FA325

According to Mr. Gauvreau, on the first approach to land the airplane appeared to be too fast, it touched down on the runway, then touched down again, then went around.

On the second approach, the airplane touched down, bounced up, then touched down about three more times. Then when it was about 3/4 of the way down the runway, the airplane went around.

During the go-around it was at first barely above the runway, and as it continued it "pitched up at least 30 degrees, maybe more." "It was a steep pitch." It then rolled slightly right, then left to 85 or 90 degrees, and "pitched down almost vertical."

Mr. Gauvreau noted that during the touchdowns the airplane appeared to touch down, flat and that the winds were "kind of shifty" that day and some landings and takeoffs were on Runway 7 also, as opposed to Runway 24 which the accident airplane had landed on.



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: September 27, 2016
Person Contacted: Richard Paul Siano
NTSB Accident Number: ERA16FA325

According to Mr. Siano, he heard the airplane pilot "push the power up" but it did not sound like it was producing full power. He thought that the airplane was already airborne at the time.



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: September 27, 2016
Person Contacted: Adam Hulse
NTSB Accident Number: ERA16FA325

According to Mr. Hulse, the pilot tried to land twice. After the first attempted landing, during the go-around, the pilot had left the landing gear down.

On the second attempted landing, the pilot had touched down on the nose wheel about 1/2 to 3/4 of the way down the runway. He then went around and did what looked to him "like an aggressive pitch up" to clear the trees off the end of the runway. The airplane then entered a gentle left turn, the left wing went over, left wing steeply down.

Mr. Hulse also advised that the wind at the time was favoring both Runway 7 and Runway 25 and was almost a direct crosswind.



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: September 27, 2016
Person Contacted: Andrew Hofford (Flight Instructor)
NTSB Accident Number: ERA16FA325

According to Mr. Hofford, the pilot had gotten his private certificate in a PA-28. He had done some post solo training with the pilot, and had flown with him in the Mooney, had done some short field landings with him, some of which were at N40, and had done stalls and go-arounds in the Mooney with him also.

Mr. Hofford also remembered that the pilot's checklist usage was very good, and at the time that he flew with him, his landings in the Mooney were pretty good.



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: September 28, 2016
Person Contacted: Jeff Frank
NTSB Accident Number: ERA16FA325

According to Mr. Frank, He was doing training and had landed at Sky Manor on Runway 25 and the wind was kind of light.

After parking on the ramp, he observed the airplane come in to Runway 25, bounce once or twice, and then go around.

A little while later, the airplane approached again and appeared to be "pretty fast" on final, what Mr. Frank estimated to be at least 85 knots. It then touched down and bounced quite a few times, and then took off in what Mr. Frank estimated was the last 400 to 500 feet of the runway.

Mr. Frank then stated that "it barely cleared the trees." He then saw "the beginning of a stall, and it broke to the left," and the left went down about 90 degrees with the nose "slightly up" about 20 degrees. The airplane then "went straight down" and Mr. Frank could see the top of the airplane.

Mr. Frank also advised that the engine "sounded strong to him" on both go-arounds.

Gunther Todd

From: marshall cataldi [REDACTED]
Sent: Monday, October 03, 2016 11:51 AM
To: Gunther Todd
Subject: Accident writeup

Sorry for the delay Todd, I have been away from the office. I have copied and pasted the text below, along with the link. If you have any further questions please let me know.

This was his second attempt after a previous go-around. He floated, bounced, then floated again. He made the decision to go around again way way too late, almost over the departure numbers. The thing is, I don't think he realized he was in trouble even at that point. His go-around call sounded exasperated, I think he was frustrated at a second botched landing and lost track of where he was. Just off the departure end there's a small stand of trees, an open field, then another stand of trees. He struggled over the first group, but continued trying to climb instead of using the space to build some speed. I watched, frustrated and helpless, as airspeed bled off. He made one final panic pull to shoot up and over the second group of trees, but he went almost vertical and bled every last knot of airspeed. Immediate wing-over and in.

His approach wasn't terrible, but it was just fast enough to float him a bit too far down the runway. I think he may have been ok if he stood on the brakes, perhaps gone just beyond the hard surface. Either way it was a terrible feeling to hear that call and immediately know he couldn't do that, then watch it unfold.

[Watched this entire crash unfold](#) [REDACTED]



Watched this entire crash unfold
/r/flying [REDACTED]

Best regards,

Marshall Cataldi



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: October 6, 2016
Person Contacted: Jake Wharton
NTSB Accident Number: ERA16FA325

According to Mr. Wharton, He and his friends were tying down the airplane they had been flying in, when they saw the first approach of the airplane "which was way too fast," what Mr. Wharton judged to be 20 to 30 knots "fast." He and his friends were "startled by the approach," The airplane then touched down and bounced once, and then went around. He could see a woman in the right seat.

The airplane came around, and Mr. Wharton and his friends walked to the runway to get a closer look, watched him approach to land again, and once again he was "fast." Mr. Wharton estimated that the wind was about a 5-knot tailwind component. The airplane on touchdown bounced, then bounced again, then bounced a third time, and touched down. The pilot however only had a couple of hundred feet of runway left. He then heard an increase of power and the airplane climbed steeply.

Trees off the end of the runway were about 100 feet tall and according to Mr. Wharton it appeared as the airplane approached them that it now started to climb "really steeply." At this point it appeared to Mr. Wharton that the airplane was going to clear the trees, when it "abruptly" banked left, nosed down, and the airplane entered a rapidly descending arcing trajectory.