



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: July 26, 2016
Person Contacted: Barney Lee Barnes
NTSB Accident Number: ERA16LA201

Narrative:

Mr. Barney Barnes was contacted by phone on June 2, 2016, at 1118 EDT. He was called at [REDACTED]. He provided an e-mail address of [REDACTED].

He indicated that his date of birth is [REDACTED] and he holds a Sport Pilot certificate, with certificate number [REDACTED]. He is also an Airframe and Powerplant (A&P) mechanic with Inspection Authorization; he obtained his A&P in 1967 or 1968. He soloed when he was 17 or 18 years old, and got a third class medical certificate with a waiver, and because of that he gave up his dream of a commercial flying career. He went to Embry-Riddle Aeronautical University (ERAU) in Daytona Beach, Florida in 1967, and worked for Lockheed from 1967 to 1970. He then taught Aviation Maintenance Technology at Somerset Community College in Somerset, Kentucky until 1997. He lives in his hangar at SC82.

With respect to the accident airplane, he indicated the parts were made by Criquet Aviation from Colombia who was in trouble for some reason with FAA. The plans for Criquet were to import it into the U.S. for a "turn-key" LSA. His brother-in-law who lived in Colombia talked him into buying the airplane which was in 1 box. It was called a 90 percent kit, did not have an engine, and was partially wired electrically. After purchase (he paid [REDACTED]) the box was shipped to SC82, where he finished it but he reported getting the registration certificate required him to go through attorneys and took longer to register than build. He indicated the FAA rejected his initial registration application and took issue with traceability of parts. He reported the airplane was a, "true 100 percent STOL aircraft", and also reported that it had a very complex wing with respect to the ailerons and flaps, which were interconnected. The registration certificate indicates the airplane was built by Criquet Aviation in Bogota, Colombia; however, the airworthiness certificate that was issued in 2012 correctly reflects he was the builder. The engine (Rotax 912ULS) that was installed in the airplane when he sold it, was taken from a Kolb Mark 3 Extra

and had 110 hours since new when it was removed from the Kolb and installed on the accident airplane.

The airplane had an emergency locator transmitter installed, and the last condition inspection was completed in February 2016. He made a hand written entry in the maintenance records but did not make a copy of the entry. With respect to the engine, he indicated that last year he replaced the regulator/rectifier. The spark plugs were changed and normal service was done to the engine. He reported the stall speed is 20 mph, and can maintain flight at 30 mph. When the airplane stalled, it didn't break rather it sank. The airplane could be flown hands off, and was very stable. The fowler flaps and ailerons came down at the same time; the flaps were controlled manually by a crank and chain. The leading edge slat was fixed. The ailerons were controlled by a push/pull rod, while the rudder and elevator were controlled via cables. It was equipped with electric pitch trim that controlled a jackscrew that moved the horizontal stabilizer. The fuel system consists of a 15 gallon fuel tank in each wing, an electric fuel pump, an engine-driven diaphragm type fuel pump, and a fuel selector with positions for left, right, and off. He reported never using Avgas or fuel with ethanol. The engine was equipped with twin carburetors but there was no mixture control (an automatic mixture adjustment occurred). The EIS for the accident airplane indicated the engine had 220 hours when the airplane was sold, indicating that he flew the airplane for about 110 hours. He reported, "it was an awesome aircraft." At purchase, all paperwork was given to the pilot.

The accident pilot who purchased it had a pre-purchase inspection done. He indicated that the pilot said he had been looking for a Storch for 7 years. The accident pilot was a FAA AME, and could not pass a medical.

He provided the following timeline:

May 28, 2016 –

The accident pilot departed SC82 between 1700 and 1730 EDT and flew to Cleveland, Tennessee. Accompanying him was the pilot's friend (Chris May), who flew to SC82 in a Cessna 182. While in Cleveland, the pilot called him.

May 29, 2016-

The pilot called him and said the, "aircraft [was] more than he ever expected."

May 30, 2016 –

The accident pilot flew from KOWB to 2I3 for breakfast. Chris May called him and also went to 2I3. There were about 40 aircraft there and all were standing around the accident airplane. He believed the accident pilot departed 2I3 between 1100 and 1130 and intended to return to KOWB. After takeoff, the pilot should have made a heading change and established communication with Chris May, but he did not. The accident airplane did not arrive at KOWB, and a search was initiated.

On June 13, 2016, he called the NTSB at 1617 EDT, and left a voice mail message. He was subsequently contacted the same day at 1739, and indicated the problem was related to getting the registration certificate and not the airworthiness certificate. He also confirmed the electric pitch control controlled the horizontal stabilizer.

He provided the following phone numbers for Mr. Bill Woods of [REDACTED] and [REDACTED]
[REDACTED]

The digest was e-mailed to him for review on June 10, 2016, at 1146 EDT. He responded on June 13, 2016, at 1739 EDT with changes that were incorporated into the narrative. The digest was e-mailed to him for review on June 13, 2016 at 1806 EDT, and he replied the same day at 1814 EDT with, "Good to go Agree with the statement. Barney"



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: July 26, 2016
Person Contacted: Christopher "Chris" Hayden May
NTSB Accident Number: ERA16LA201

Narrative:

Mr. Christopher "Chris" May was contacted by phone on June 2, 2016, at 1301 EDT. He was called 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 holds an airframe and powerplant (A&P) certificate, a private pilot certificate with airplane single engine land and sea, and instrument airplane ratings. He has about 2,000 hours total flight time. He has known the pilot for about 50 years, reporting that he grew up in the town and he was their family doctor.

He indicated that the pilot had 2 bypass surgeries but was relatively healthy for 70 years old. When at Rough River State Park Airport (2I3), they would typically walk to a nearby restaurant to eat and would then walk back to 2I3. The pilot would be somewhat winded after getting back to 2I3.

He provided the following timeline:

May 25, 2016 – The accident airplane came up for sale on Barnstormers. The accident pilot had been looking for that type of airplane for 7 years.

May 26, 2016 – Chris called the owner of N429BB and had a verbal pre-purchase agreement.

May 28, 2016 – He and the accident pilot flew a friends' Cessna 182 to Oakhill Airpark (SC82), Williamson, South Carolina, where Chris performed a pre-buy inspection. The inspection took about 2 hours and he reported the airplane was in show quality condition. He did not find anything structurally wrong with the airplane, which had about 110 airframe hours total time and 220 engine hours total time. The builder/owner was an A&P mechanic with inspection authorization (IA), and he had also taught at an A&P school for 15 years. He reported the last condition inspection was performed in February 2016. During his inspection he did find the right strobe light was inoperative, the right brake pads were worn and needed to be replaced, and an aluminum 90 degree bulkhead around the bottom of the engine firewall had loose rivets but nothing was found not to be in an un-airworthy safe for flight condition. He noted the airplane was in top notch condition. As part of his inspection he did an engine run-up and reported no issues adding the engine did develop full static rpm. The magneto drops were a couple hundred rpm each, and he noted normal EGT/CHT and Oil Pressure readings. He told the current owner that before purchasing, he wanted to see the airplane fly. The current owner flew the airplane solo for about 10 minutes with auto fuel on-board.

After the transaction was completed, he and the pilot flew to Cleveland Regional Jetport (KRZR), Cleveland, TN, where both spent the night. He (Chris) gave the accident pilot a 10 minute head start, reporting the flight duration of the accident pilot was about 2 hours 10 minutes. After arriving at KRZR the accident pilot did not mention any problems with the aircraft.

May 29, 2016 – While at KRZR, the accident pilot added 100 low lead fuel to the accident airplane, and immediately afterwards Chris added fuel from the same truck into his airplane.

The pilot departed Cleveland, TN, about 0900 CDT, and flew direct to Owensboro-Daviess County Airport (OWB), Owensboro, KY. The flight duration was about 3 hours 20 minutes. Chris reported that later in the afternoon, the accident pilot flew the airplane one more time. He reported seeing fuel cans in the pilot's vehicle, adding that he always purchased premium Shell brand fuel.

May 30, 2016 – The accident pilot flew from OWB to Rough River State Park Airport (2I3), and Chris flew from Ohio County Airport (JQD) to 2I3; Chris landed there before the accident pilot landed. He watched the accident pilot approach and land; the accident pilot landed at 0945 CDT. After landing Chris asked the pilot what took him so long and he replied that after takeoff from OWB he flew over John Anderson's airstrip, circled, and then proceeded to 2I3. After the accident pilot got out of his airplane he was in good spirits. Both walked to a restaurant (The Dam General Store and Restaurant) located about 3/4 mile from the airport and met a friend who had driven there. After eating Chris and the accident pilot would normally walk back to the airport but that day the accident pilot said he wanted to show the friend with the vehicle his airplane and got a ride with the friend back to the airport; Chris walked to the airport. He heard an engine run-up before takeoff noting normal magneto drops. The friend who ate with them (Cliff Martin) took a video of the accident pilot departing and he Chris visually watched the takeoff; he reported the engine was running strong on takeoff. After takeoff from runway 02, he noted the accident pilot turn to a heading 315 degrees (normal) flying towards John Anderson's airstrip, and climbed to 600 to 800 feet above ground level. He watched the airplane for about

1.5 miles where it went out of sight. If someone was at John Anderson's airstrip he (accident pilot) would likely land and socialize. While at 2I3, there were no physical signs of a health issue. There was normal conversation. The accident pilot mentioned something about the cost of the airplane but there was no mention of a problem with the airplane. The accident pilot did not mention to him before departing that he would land at John Anderson's airstrip, but Chris May thought he was likely en route there.

Chris got into his aircraft and after departing 2I3, it was fairly normal when he was flying at the same time as the accident pilot for both to communicate on 122.8 MHz. Chris would announce "172 up" and the accident pilot would announce "Storch up"; but nothing more. Chris made his announcement on 122.8 MHz but the accident pilot did not respond. He also made the same transmission on 123.45 MHz, but the accident pilot did not reply to that transmission. Chris reported he was not concerned at that time. Chris proceeded to JQD and while airborne stayed on 122.8 and 123.45 MHz frequencies, but he never heard any communication from the accident pilot.

He indicated that the accident pilot is a FAA Aviation Medical Examiner (FAA AME) and he had appointments that day at 1400 and 1500 for medical examinations. Later that day at 1600, while at OWB he noticed the accident airplane was not at the airport but he assumed he was still flying. He waited for the pilot and at 1730, thought he was still flying. At 1800 (which was the time they had planned to eat together) and he was not at OWB, he thought to himself that he must be having a really good time with his new airplane. At 1830 when he was not at OWB, he became concerned, and at 1915, he called the OWB air traffic control tower on the phone and asked what time the accident pilot departed OWB thinking the pilot had departed after landing earlier. He was informed they had not heard any outbound communication. He then asked what time the accident pilot had returned, and the controller who was on the phone said he was not on duty at that time, but the controller talked with the previous controller on-duty who said the accident airplane never arrived back at OWB from its morning flight to 2I3. He became concerned at that time. He thought at sunset, the accident pilot would return to OWB, but 15 minutes after sunset when the airplane did not arrive, he called the Kentucky State Police (KSP) who sent a trooper to OWB. While there he filed a missing person's report. Chris asked the trooper about the possibility of a search that night, and he thought about flying his airplane to look for the accident pilot but could not find a second person to fly with him and for safety concerns did not fly. He stayed with the trooper until between 2400 and 0030.

May 31, 2016 – He woke up at 0400, left at 0430, and drove to JQD where he flew his Cessna 172 to OWB. He picked up 2 spotters, departed OWB, and flew all day until 1800 hours, performing grid searches. At 1830, he was flying near 2I3, and did not spot the wreckage. He searched west of 2I3 and did not spot the wreckage. At dark, the Civil Air Patrol (CAP) stopped their aerial search.

June 1, 2016 – At 0600 Chris Conkright and Mike Johnson flew in Chris Conkright's helicopter and Chris May flew his 172 to 2I3. At this point it was a well-organized search. They put him (Chris May) in charge of civilian flights; he did not fly in any searches in order to coordinate civilian aircraft. They searched until 1000 hours, and at that time the CAP asked them to stop flying for safety reasons, but asked for the helicopter to remain as it would be a good asset. A

search of cell phone towers for pings from the pilot's cell phone. The helicopter pilot flew to the cell tower 8 miles away, and while away a lead came in that someone from a home spotted black smoke in trees that lasted a few minutes then went away; the reported time was about the time the accident pilot had departed 2I3. The Grayson County Emergency Management lead person got the coordinates from this homeowner and gave them to Chris May. The helicopter pilot (Chris Conkright) and spotter (Mike Johnson) were given the coordinates on a GPS by Chris May, who instructed them to go to the coordinates and begin an expanding slow spiral grid from that location. About 1140, the wreckage was located. They noted burn damage. The helicopter pilot landed in a field about 900 yards away, dropped off Mike Johnson, and then flew to the site and circled over the wreckage; he saw Mike Johnson (spotter) arrive at the accident site. Mike Johnson texted Chris that they found the wreckage and reported the pilot was deceased. Chris May called the Grayson County Emergency Management personnel and told them the wreckage had been spotted. A military aircraft flew overhead at the site, then went to 2I3 and departed there. The helicopter pilot (Chris Conkright) flew back to 2I3 and picked up Chris May and they landed in the field and walked in to the crash site where he and the helicopter pilot stayed for about an hour, and then returned to 2I3 while Mike Johnson remained at the site. A search team on foot walked to the site with Mike Johnson yelling to direct them. Mike was on-scene a while before search personnel responded, and was subsequently given a ride to 2I3 arriving there about 1630.

Chris May reported that the accident pilot conversed over the radio with him from Cleveland until Chris arrived at OWB and during that time there were no issues mentioned with the airplane. The accident pilot also did not mention any problems to Chris with the airplane after landing at OWB.

The phone number for Cliff Martin is [REDACTED] He (Chris May) estimated the accident pilot had 3,500 hours total time, and a couple thousand hours in tailwheel equipped aircraft. He was a "very good" pilot, and said that if he was at 800 feet with an issue, he could have made a nearby field. He also indicated there were other fields nearby, and examination of the accident site depicts a steep descent into a heavily wooded area.

The coordinates for John Anderson's airstrip are:

37 degrees 42.240 minutes North latitude and 086 degrees 50.365 minutes West longitude.

The digest was e-mailed to him for review on June 10, 2016, at 1810 EDT. He replied on June 12, 2016, at 1632 EDT, with changes incorporated into the narrative.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: July 26, 2016
Person Contacted: Harold Clifford "Cliff" Martin
NTSB Accident Number: ERA16LA201

Narrative:

Mr. Harold Clifford "Cliff" Martin was contacted by phone on June 10, 2016, at 1150 EDT. He was contacted at [REDACTED] He provided an e-mail address of [REDACTED]

He indicated that he used his I-Phone to take the video of the departure; it sounded OK on the video which has audio. He will text the picture and video to me, and will call me later. He returned the call the same day at 1343 EDT; calling from the same phone number.

He has known the pilot for 40 plus years, and indicated the funeral service was held on June 8, 2016. He provided the following timeline:

May 28, 2016 – Chris May used his Cessna 182 and he and Dr. Dalzell flew to SC82. They departed and flew to TN, where they spent the night.

May 29, 2016 – Dr. Dalzell flew from TN, to KOWB.

May 30, 2016 – He (Cliff Martin) has a lake house near 2I3, and Chris May (friend) called him and said he was flying there (2I3) and would be eating at a Dam Restaurant for breakfast, and Dr. Dalzell wanted to show him his new airplane. Dr. Dalzell flew the accident airplane and arrived at 2I3 about 1015, and Chris who flew his Cessna 172 arrived about the same time. Chris and the doctor walked to the restaurant where they ate. At the restaurant Dr. Dalzell was happy about his new airplane and he (Cliff) did not notice anything unusual about the pilot. He did not detect any speech issues, and if he had noticed something, he would have stopped him from flying.

After eating, Chris walked back to 2I3, while he (Cliff) gave Dr. Dalzell a ride in his car to 2I3. While there he took pictures of the airplane and then Chris showed up. He (Cliff) walked closer to the runway and filmed the departure of the accident airplane, which according to his cell phone time stamp occurred at 1133. After takeoff the airplane flew runway heading and turned to about 320 heading; he quit filming about 20 to 30 seconds after takeoff. The airplane was small and he then turned away and talked to Chris.

Chris then departed; about that time the wind was less than 5 knots. He (Cliff) then got into his truck, and drove to his lake house. Chris flew to Ohio County Airport, and had plans to eat dinner later that day with Dr. Dalzell. Chris reported that Dr. Dalzell's car was still at KOWB. Chris knew that Dr. Dalzell had a flight physical to perform at 1400 hours that day. Chris contacted the Kentucky State Police (KSP), and it took them until 0200 for them to believe that Dr. Dalzell was missing.

He indicated that there is a grass airstrip that Dr. Dalzell might have flown to and performed a touch-and-go landing, but he would then have proceeded to KOWB.

At the time of the accident including the accident airplane, Dr. Dalzell owned 8 aircraft. They consist of an Aeronca L-17, Two Seareys, an experimental Loew 120A, a Sonex, a Piper Geronimo, a Baby Ace, and the Storch FI-156. He flew almost every day adding he, "really liked to fly" and he was an, "extremely good pilot."

May 31, 2016 – He reported it was a disorganized search.

June 1, 2016 – Chris and Cliff reviewed the flight possibilities. Dr. Dalzell's phone company checked their cell tower records.

He indicated that based on the flying experience of Dr. Dalzell, the accident must be related to a medical condition, because if there had been an engine issue, he would have been able to handle it. Dr. Dalzell flew tailwheel equipped aircraft constantly, and he had been flying since college, adding that he lived at the airport.

With respect to the health of Dr. Dalzell, he reported that he has had 2 bypass surgeries and a stint installed. Because of medical reasons, Dr. Dalzell restricted himself to flying as a Light Sport pilot. He indicated that Dr. Dalzell's father died in his 70's from a heart attack. About 1 week before the crash, he walked 2 miles with the pilot.

At the end 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.

The digest was e-mailed to him for review on June 13, 2016 at 0946 EDT. He replied the same day at 1128 EDT, with, "[Mr. Monville](#),

The attached record of conversation is correct with the following change:

1. "Dalzell previously owned 7 or 8 aircraft" should read "Dalzell owns 7 or 8 aircraft. (At time of death) Cliff Martin."

The same day at 1412 EDT, he provided an e-mail indicating that including the accident airplane, Dr. Dalzell, Jr., owned 8 aircraft and provides the types. This change/information was incorporated into the narrative.