



MEMORANDUM FOR RECORD

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Senior Air Safety Investigator
Eastern Region Aviation

March 19, 2016

Subject: ERA16LA224 Honesdale PA
Name: Paul Kuzmick – Pilot-Rated Passenger

Mr. Kuzmick was a pilot-rated passenger in the accident airplane who sat at a set of flight controls and participated in the flight involving a Cessna 172P, with a 160-horsepower engine, N54285, at Cherry Ridge Airport (N30). Honesdale, Pennsylvania. He was interviewed by telephone, and the following is a summary of the interview.

Mr. Kuzmick stated he had approximately 4,200 hours of flight experience. He said the flight was to go to N30 to lunch, and return to Morristown, NJ. The flight to N30 was routine, and the route of flight was direct. Got to N30 at 1300 and departed about 2 hours later.

Mr. Kuzmick said he owned a Cessna 172 with a 180 horsepower engine, and was familiar with the performance and handling of Cessna 172s.

Mr. Kuzmick remembers that the pilot performed a walk-around and checked both the fuel and oil, and then he assisted him with the before starting engine and takeoff checklists. "Everything sounded normal, we taxied down, lined up at the approach end of runway 18, slowly advanced the throttle, reached full power and accelerated down the runway". Mr. Kuzmick called "65 knots" and rotate. Mr. Kuzmick said at the time the airplane rotated, he activated the noise-cancelling feature of his headphones.

Mr. Kuzmick said he couldn't hear if there was a power interruption, but he did hear the pilot announce that he was landing back on the runway. After landing, the airplane nearly stopped on the runway, but carried off the right side at the departure end.

The three occupants helped each other egress the airplane, and all three got out uninjured.

Mr. Kuzmick stated he weighed about 220 pounds. He thinks the pilot was "a little less about 200 I'm guessing. That's what I use for performance planning in my plane. 130 pounds for Mrs. Monihan."

We spoke about weight and balance in a general way, but nothing specific. The airplane was at or near full at Morristown, but he didn't visually check it. He said the fuelers typically fill the tanks near the top, but not to the top. There was 25-35 pounds of miscellaneous items on board.

When asked, Mr. Kuzmick thought the accident may been caused by a temporary blockage in the fuel system or a momentary wind shift because of a previous takeoff incident and some landing incidents he had at N30 in his own airplane on previous occasions.

When asked about performance planning considerations, Mr. Kuzmick stated it was a warm day, but that it had been warmer in Morristown at departure earlier in the day.