



MEMORANDUM FOR RECORD

Douglass Brazy
Air Safety Investigator
Eastern Region Aviation

January 4, 2017

Subject: ERA17FA038, N327SH Record of Phone Conversations with Mrs. Stevens, wife of Tom Stevens, the student pilot involved in this accident.

On January 4, 2017 at 1300, Katy Chisom – Victim Services Coordinator, NTSB arranged for a conference call with herself, Mrs. Stevens and me. Mrs. Stevens had previously reached out to Katy with some questions and concerns about the investigation.

On the call, Mrs. Stevens advised that she was upset with some incorrect information presented in the NTSB preliminary report. Specifically, she noted that the report identified the student pilot (her husband, Tom Stevens) as the owner of the airplane, however she indicated that the airplane belonged to the company that employed Mr. Stevens. She wasn't certain of the actual name of the company, but thought it may have been Midnight Land Farm. She advised that there was another parent company that owned Midnight Land Farm and a number of other subsidiaries, and provided contact information for Ms. Dora Somma [REDACTED] who could provide further details about the company organization.

Mrs. Stevens advised that her husband had purchased the airplane on behalf of the company, and that Ms. Somma would be able to provide more details.

I informed Mrs. Stevens that Federal Aviation Administration Records showed that the airplane had been registered to a company named Juguettes LLC, she was not familiar with that name. She advised that "the company" did not have anything to do with the airplane, and that Mr. Stevens, Mr. Arison, and Mr. Fyock 'handled everything' with the airplane. I advised her that I agreed the preliminary report narrative text should reflect the name of the owner as listed on the registration, and that I would make any necessary corrections, although I was not certain when those corrections would be reflected on our website. After the call, I noted that the application for registration had listed Mr. Stevens title as "manager".

Mrs. Stevens said that about 7-10 days before the accident, the airplane was involved in a hard landing during a flight with the accident flight instructor (Mr. Fyock) and Mr. Stevens' Supervisor (Michael Arison) were on board. She said that Mr. Fyock had been instructing both Mr. Arison and Mr. Stevens how to fly. A landing gear part was damaged during the landing, and Mr. Stevens had subsequently replaced the part. Mr. Stevens and Mr. Fyock had carefully inspected the repair and the airplane, and were satisfied with the results. Ms. Stevens believed that there must have been structural damage sustained in the hard landing that was not discovered during in the inspections, that led to the separation of the wing.

Mrs. Stevens said that Mr. Fyock and Mr. Stevens had flown the airplane 2-4 times prior to the accident flight. They had flown together on a number of previous occasions in another airplane of the same type. She advised that there were long breaks between flight lessons, due to Mr. Fyock's periodic treatment for cancer.

Mrs. Stevens advised that several people who observed the accident had told her that the engine was running until the airplane impacted the ground. She had recalled her husband had explained her that the airframe parachute system should never be deployed when the engine was running, because the rigging could be damaged by the propeller. She believed that her husband would never deploy the parachute while the engine was running, and she noted that the engine shutoff controls were only available in the front seat position, where Mr. Stevens was seated.

When asked about pilot logbooks, Mrs. Stevens said she did have Mr. Stevens logbook, and she would photograph the pages and send them to me.

She also provided contact info for Mr. Eugenio Sanchez [REDACTED], who was a coworker of Mr. Stevens, (and subsequently took over Mr. Stevens position at work) as she believed he was a witness to the accident.

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