



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: April 25, 2017
Person Contacted: Roger Malagutti (Witness)
NTSB Accident Number: ERA17FA167

According to Mr. Malagutti, he observed the airplane touchdown halfway down the runway after it appeared to flare about 10 feet above the runway surface. It then bounced three times, then went around.

The second time the pilot attempted to land, he appeared to flare again about ten feet high, then bounced twice and went around again. The airplane then did a 60-degree bank to the left, then "hit" the ground and airport fence.

Mr. Malagutti Advised that he would also provide a more detailed (written) statement the next day (April 26, 2017).

MERIDEN AIRPORT

ROGER MALAGUTTI GP CFI

WITNESS OBSERVED A/C LAUNCH on Runway 18
A/C APPEARED TO BE HIGHLY HOT
A/C INITIALLY TOUCHED DOWN AT RUNWAY END
POINT. A/C FLARED AND DROPPED 10' THEN
BOUNCED THREE TIMES. HEARD ENGINE
GO FULL POWER. BEGAN ROTATING AND
PITCHING UP AND DOWN TO 30 DEGREES
BANK. CLIMBING OUT TO 4000 FT
ALT. WATCHING FLARE DOWN. WOULD
NEXT SEE A/C FLARE, A/C STILL
HIGH BUT NOT AS HOT. SHORT FLARE
STILL HIGH. C/R STAYING STILL HIGH.
AT 10' ABOVE RUNWAY A/C FLARES, A/C
SETTLES IN (SINKING) BOUNCES TWICE
ENG. LOSES FULL POWER, BEGINS TO ROTATE
AND SHORTLY AFTER THAT BANKED 40-50
DEGREES. WATCHED HIM BEGIN TO LOSE
ALT. DISAPPEARED BEHIND THE HANGARS.
NEXT HEARD IMPACT.



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: April 27, 2017
Person Contacted: Jose Rivera (Witness)
NTSB Accident Number: ERA17FA167

According to Mr. Rivera, He was driving down the road when he observed the airplane. He thought the pilot was "stunt driving" as the airplane was pretty low. Mr. Rivera "punched the gas" or the airplane would have hit him, as the airplane was doing a hard left, sharp turn directly in front of him.

The airplane then "hit behind him. He then saw the passenger in his rearview mirror. He then got out of the car, dragged passenger away from the airplane. The kid then started grabbing Mr. Rivera's leg, and he started saying "Oh my Dad." Mr. Rivera then kept dragging him away from the airplane which was on fire.

Transcription of an interview between Lt. DeMaio, Officer Evans and Daniel Tomanelli [REDACTED] **on May 3, 2017.**

LT. DEMAIO: Okay so I have begun the tape at this point and time, so why don't you uh, just introduce yourself by your name and date of birth.

DANIEL TOMANELLI: Uh, my name is Daniel Tomanelli, date of birth uh, [REDACTED]
[REDACTED]

LT. DEMAIO: Okay. Makes you how old?

DANIEL TOMANELLI: Uh, I am 21 years old.

LT. DEMAIO: And what's your home address?

DANIEL TOMANELLI: My home address is [REDACTED] Hamden, CT 06518.

LT. DEMAIO: Great and I'm Lt. Anthony DeMaio of the Wallingford Police Department Traffic Division and you are?

OFFICER EVANS: I am Officer Christian Evans of the Wallingford Police Traffic Unit.

LT. DEMAIO: And you are?

[REDACTED]

LT. DEMAIO: And?

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

LT. DEMAIO: All right and where are we at? We're at Yale University, Yale University Hospital?

[REDACTED] Yale Hospital.

[REDACTED]

[REDACTED]

LT. DEMAIO: There we go. Okay so, we're here today um, which is uh, Wednesday, May 3, 2017 to take a quick little statement from you about um, the day of a plane crash that uh you were uh the unfortunately, good for you, but the sole survivor of that plane crash.

DANIEL TOMANELLI: Uh-huh.

LT. DEMAIO: Okay and we're gonna ask you a couple little questions or have you talk about that for us, okay? And Officer Evans is probably gonna lead the way with some of those questions, all right?

DANIEL TOMANELLI: All right.

LT. DEMAIO: Okay Dan, thanks.

OFFICER EVANS: Okay Daniel um, can you take me through uh that day? The, the what were your uh, what were your plans that day?

DANIEL TOMANELLI: Um, so my dad had recently gotten his certification, his high performance certification I believe to fly the um, certain type of vehicle that he had just purchased um, and so he got this certification on Sunday so we were gonna go up to practice to potentially take a trip down to our beach house later on in the week um, so our plan all day was to meet up at the airport at 5:00 um, and go up and do a couple uh patterns, which a pattern at Meriden is um, goes to a, a basically a circle around the, the broader tri-town area um.

OFFICER EVANS: Okay.

DANIEL TOMANELLI: So we were gonna do a couple patterns he'll, until we got tired and then go home.

OFFICER EVANS: How did uh, how did you get to the airport that day?

DANIEL TOMANELLI: Uh, I drove my mom's car. She left it home for me and walked to work um, and so I drove that to uh, to Meriden.

LT. DEMAIO: And how did your dad get to the airport?

DANIEL TOMANELLI: He drove his car.

LT. DEMAIO: So you guys came separately that day?

DANIEL TOMANELLI: Yeah we met there.

LT. DEMAIO: Okay and you're talking 5:00 a.m. or 5:00 p.m.?

DANIEL TOMANELLI: 5:00 p.m.

LT. DEMAIO: So 5:00 p.m. Do you remember the day and the date by chance?

DANIEL TOMANELLI: Uh, that would have been Monday, April 1, I would have to look it up on a calendar.

OFFICER EVANS: Okay.

LT. DEMAIO: That's okay. Don't struggle with that.

DANIEL TOMANELLI: I could, I could, I could find it if you want.

LT. DEMAIO: It's all right.

DANIEL TOMANELLI: Let me find it for ya.

[REDACTED]

DANIEL TOMANELLI: Okay so Monday, April 24th.

LT. DEMAIO: Okay.

DANIEL TOMANELLI: At 5:00 p.m. um.

LT. DEMAIO: Does your dad when he uh, when you get to uh, have you flown with your dad before?

DANIEL TOMANELLI: Oh yeah, I've, I've probably flown a thou, thousand hours in a plane with my dad.

LT. DEMAIO: Okay wow that's a lot.

DANIEL TOMANELLI: Um...

LT. DEMAIO: A different type of plane, right?

DANIEL TOMANELLI: This was, this was all in his old plane, I, I had never even seen or, or been inside this new plane.

LT. DEMAIO: This new plane. What kind of plane was it?

DANIEL TOMANELLI: Uh, Cirrus S22 I believe.

LT. DEMAIO: Was it a prop plane or a jet plane?

DANIEL TOMANELLI: It's a prop plane.

LT. DEMAIO: Prop plane?

DANIEL TOMANELLI: Um, but it was an up, a big upgrade from his Cessna.

LT. DEMAIO: Okay. All right now, does he have a ritual that like a pre-check thing that he does before he gets in the plane?

DANIEL TOMANELLI: Yeah there's an extensive uh, pre-check. It's um, it, it was a physical copy in the old plane that he just had to, uh, a lot of times he just had to remember, but in the new one um, there's a screen that has a, like a step-by-step like painstakingly careful, careful uh, list of everything that needs to be done.

LT. DEMAIO: Pre-flight stuff?

DANIEL TOMANELLI: Um, pre, pre-flight taxi-ing, take-off, uh, uh the every single step of the way. It has every single step that needs to be taken.

LT. DEMAIO: And did you, were you there to witness him doing all that?

DANIEL TOMANELLI: Yep. I watched him check off every single one.

LT. DEMAIO: Okay. All right does that include like a uh, walk around the plane before you start or?

DANIEL TOMANELLI: Yep.

LT. DEMAIO: Yeah?

DANIEL TOMANELLI: Uh-huh.

LT. DEMAIO: Okay.

OFFICER EVANS: Um, and could you take me through, you said you, you made some passes uh, you had made one pass and what, what type of maneuvers uh were being done, if you remember?

DANIEL TOMANELLI: So we did um, we there's a, a VOR at Madison and at Hartford.

OFFICER EVANS: Okay.

DANIEL TOMANELLI: So that makes a nice little like practice triangle that, that gets you out for like a half hour, hour or so. Um.

LT. DEMAIO: What's a VOR?

DANIEL TOMANELLI: A VOR it's like a.

[REDACTED]

LT. DEMAIO: Like a beacon or a buoy for a boat?

EVANGELINE TOMANELLI: Exactly.

DANIEL TOMANELLI: Yeah and so that's where all the planes...

LT. DEMAIO: Okay.

DANIEL TOMANELLI: Tune in. So we did the Hartford to Madison VOR and then came back and then um came in for landing um, so runway 1-8 that comes.

[REDACTED]

DANIEL TOMANELLI: That comes from the mountain.

[REDACTED]

DANIEL TOMANELLI: 1-8. Um, he went and he bobbed a little bit and if you bobble high enough.

OFFICER EVANS: And this was on the first pass?

DANIEL TOMANELLI: Yeah this was on the first pass.

LT. DEMAIO: What's a bobble?

DANIEL TOMANELLI: Um, so, so he hit the ground, couldn't, couldn't quite get it down and so he like came back up a little too hard, tried to hit it again, came aground a little too hard um and that point you're supposed to just pull back and do a, a stop and go and then you do another loop.

LT. DEMAIO: Uh-huh and re-approach?

DANIEL TOMANELLI: Yep and so he, he radioed in and said uh that he'd be doing another one. Um, he does a second one, s-same, uh, same exact situation with the bobbling and so we get up in the air and as soon as we're up in the air I guess he, the, the like a, a crosswind must have hit it like just at that time, um, because he lost control and we went straight sideways into the, into the ground.

LT. DEMAIO: Okay. You remember that?

DANIEL TOMANELLI: Yeah, no I remember everything clearly.

LT. DEMAIO: Clearly.

DANIEL TOMANELLI: I, I we, um, I remember the whole...

LT. DEMAIO: That's unusual.

DANIEL TOMANELLI: Yeah, well, I, I think because of the way that we hit the ground.

LT. DEMAIO: Yep.

DANIEL TOMANELLI: Um, and I was in the passenger side, it would have been the brunt of the impact on his, on his side.

LT. DEMAIO: On the drive, on the driver's side.

DANIEL TOMANELLI: Yeah.

LT. DEMAIO: Operator's side.

DANIEL TOMANELLI: Yeah.

LT. DEMAIO: So it's kind of like a car. Cockpit for the, for the pilot would be on the left side?

DANIEL TOMANELLI: Uh-huh.

LT. DEMAIO: And you as the passenger and that's, that's how you were stationed? You as the passenger on the right?

DANIEL TOMANELLI: Yep.

LT. DEMAIO: Okay so when that, when you went up on the, after that bobble, you guys tried to regain altitude? And what happened? He, a wind caught you and kind of kicked you off to the side?

DANIEL TOMANELLI: Yeah.

LT. DEMAYO: To the left side?

DANIEL TOMANELLI: Yeah and he couldn't regain control because we were, once, once we were s-sideways at that, at that low of an altitude, there was really no way to regain control I think. Um.

LT. DEMAYO: So do you remember what happened after that?

DANIEL TOMANELLI: Yeah so, I also think the reason he was more substantially effected is because he has to work the rudders when you taxi, so he was further, he was right inside the cockpit, like he was locked in and I was way, I was probably a foot back um, on the right side, so, we land and I look over and [REDACTED]

[REDACTED]

DANIEL TOMANELLI: [REDACTED] the fire that already started, so I uh had to undo my hatch um.

[REDACTED]

DANIEL TOMANELLI: Harness.

LT. DEMAYO: Uh-huh.

DANIEL TOMANELLI: I uh, I tried, I tried to just run out and I realized that my left leg just wouldn't work so I um, I ended up my taking I think my shoe was caught too, so I had to take my shoes off, crawl out through the fire um, and then I, uh, I, I crawled enough and luckily a car was coming um, that grabbed me and I was, I was grabbing

his legs and he was like don't grab me, I'll pull you, I'll pull you and so he pulls me um, far enough away. I think it was like just at that time that there was a couple people that had started to gather but then there was uh, like the big explosion of the plane um, [REDACTED]

LT. DEMAIO: Oh. Okay. You're, you're a brave guy.

DANIEL TOMANELLI: Thank you.

LT. DEMAIO: I'll tell you.

DANIEL TOMANELLI: Thank you.

OFFICER EVANS: That's quite an experience.

LT. DEMAIO: Remarkable.

DANIEL TOMANELLI: And then um, there was, I don't know, it wasn't the person who tugged, who pulled me away.

LT. DEMAIO: Uh-huh.

DANIEL TOMANELLI: But someone there was like a Hartford EMT um, and so they started like cutting off my clothes and checking my vitals and, and getting me all situated.

LT. DEMAIO: Uh-huh.

DANIEL TOMANELLI: Um, until the ambulance came and then they brought me to Yale, Yale New Haven.

LT. DEMAIO: Okay. All right, well, um, there actually is video uh, from the uh tower of, of a part of this.

DANIEL TOMANELLI: Uh-huh.

LT. DEMAIO: And it's very accurately how you described it, as, as what you see. It's so far away and so faint that you would never be able to say hey that's, you know, that's your plane or who's in it or numbers on the plane or, or anything like that. But you can see that the plane does go off to the side like that and catch fire. We were very, very curious, I, I was under honestly the impression that you were ejected from that plane. I could not understand how you, so you do recall the fire starting?

DANIEL TOMANELLI: Yeah.

LT. DEMAIO: And it, did it start...

DANIEL TOMANELLI: It, when it, when it hit, yeah, I just think that what, the crash wasn't big enough to pro, expel like, expel the whole thing in...

LT. DEMAIO: Right.

DANIEL TOMANELLI: In flames.

LT. DEMAIO: Uh-huh.

DANIEL TOMANELLI: It was just like little pockets and I was, I guess I was between one.

LT. DEMAIO: Uh-huh.

DANIEL TOMANELLI: But I mean my, I mean obviously I was, I was burning some places um, but I, yeah, I, I don't know how I didn't get killed in that.

LT. DEMAIO: Yeah. Well when we watched this um, video um it, it's, it's just as, as you describe. I mean, um the plane catches fire now, do you think the plane catch, caught fire before it came to its final rest position or, in other words where it actually stopped or, or as after it stopped? In your, in your mind?

DANIEL TOMANELLI: I, I think it caught fire as soon as it hit the ground the first time. I don't think it was before that if that's what you're asking.

LT. DEMAIO: No, I mean but, well it slides on the ground a little bit.

DANIEL TOMANELLI: Uh-huh.

LT. DEMAIO: Because you tumble and you got a, kind of go through that fence there, I don't know if you remember the fence or anything, but and then you go across a roadway. Do you realize that you were on the roadway there?

DANIEL TOMANELLI: Uh-huh.

LT. DEMAIO: Yeah.

DANIEL TOMANELLI: So, yeah so it probably caught on fire throughout that process.

LT. DEMAIO: Right. It did. It did. And I'll tell you a little bit more once we get off, off tape as a con, personal conversation but, um, is there any other questions Christian that you, you have for him formally for the investigative end of this?

OFFICER EVANS: Um, at, at any time after you took off and any time during midflight uh, or any on, on the approaches to uh down to the runway, did, did your dad let you use the controls or was he in control of the whole plane the entire time?

DANIEL TOMANELLI: No, I um, I input the, the only thing I did the entire flight was input VOR's into the computer system. Which was when we were comfortably on autopilot in the air.

OFFICER EVANS: Okay.

DANIEL TOMANELLI: Um, I wasn't doing anything that actually affected the flight of the plane.

OFFICER EVANS: Okay and, and that's a joystick um, control?

DANIEL TOMANELLI: No that's uh, I was doing.

OFFICER EVANS: Not, not what you were doing but, it, it's, it's a joystick?

DANIEL TOMANELLI: Yeah, yeah.

OFFICER EVANS: The, the main control is a joystick? Okay.

DANIEL TOMANELLI: Yep.

OFFICER EVANS: It's a little bit different on that aircraft I, I was told.

DANIEL TOMANELLI: It's, each side has like a single joystick.

OFFICER EVANS: Okay.

DANIEL TOMANELLI: Um, it's not like the conventional.

OFFICER EVANS: Okay. So, so no, no issues that, that you could recall about any mechanical problems uh with the aircraft? You, you think it was a, a good strong gust of wind?

DANIEL TOMANELLI: I think so, yeah.

OFFICER EVANS: Okay.

LT. DEMAYO: Now, this is uh a aircraft there's a lot more uh, advanced than your father's old aircraft, right? So it was probably a lot more powerful?

DANIEL TOMANELLI: Uh-huh.

LT. DEMAYO: Um, did that lend to the, to the uh, maybe uh, him not used to slowing down or getting the aircraft going at a slower, to land the plane? Do you think that's part of...

DANIEL TOMANELLI: Yeah that's exactly why.

LT. DEMAIO: That's exactly why?

DANIEL TOMANELLI: He, he didn't know exactly how much runway he needed to, to um, land with this plane and he didn't know the landing speed.

LT. DEMAIO: Right. So he would have eventually figured that out as you made more and more approaches, he just didn't get that opportunity.

DANIEL TOMANELLI: Uh-huh.

LT. DEMAIO: Okay. Did the second time, how many times did you do that touch and go kind of deal there?

DANIEL TOMANELLI: This was the second touch and go.

LT. DEMAIO: Did he slow his speed from the first to the second?

DANIEL TOMANELLI: Yeah.

LT. DEMAIO: He did?

DANIEL TOMANELLI: Yeah.

LT. DEMAIO: So that's the adjustment he would have made as, on the second one?

DANIEL TOMANELLI: Uh-huh.

LT. DEMAIO: Okay. That was still a little fast, you think in order to keep that plane down on the...

DANIEL TOMANELLI: Um, yeah I guess so. Um, it's difficult to tell. It, it's, it's difficult to tell the difference in speed from the old aircraft. Um, because I don't think, I think it had been awhile since I was up with, in the other one anyway. So I, I really didn't have any sense of the, the...

LT. DEMAIO: Yeah.

DANIEL TOMANELLI: Necessary landing speed.

LT. DEMAIO: Do you have a pilot's license or?

DANIEL TOMANELLI: No.

LT. DEMAIO: No? Okay. All right. Anything else, Christian?

OFFICER EVANS: Uh, do you, I know this may be hard but did your dad, do you recall him saying anything to you um, that, at during the loss of control or anything prior to affect?

DANIEL TOMANELLI: He didn't say a word um, as he was, I mean he never really talked when he landed and we never really talked when he landed um, just so he could focus, but he never said a word in the first touch and go until we were up back in the air and didn't say anything in the second one um, I, I didn't hear any word out of his mouth from that touch and go on.

OFFICER EVANS: Okay. All right, I think you're a brave person.

DANIEL TOMANELLI: Thank you.

OFFICER EVANS: Uh to having to go through this ordeal.

DANIEL TOMANELLI: I appreciate that.

OFFICER EVANS: And, and I'm glad that you're gonna be okay.

LT. DEMAYO: Yeah.

OFFICER EVANS: You know?

LT. DEMAYO: Unbelievable. Okay we're gonna conclude this uh, interview now. It's approximately uh 2:26 p.m. uh, same date and time.

I have read the above statement consisting of 12 pages and it is the truth to the best of my knowledge. I fully understand that if I make a statement that is untrue and which is intended to mislead a Law Enforcement Officer in the performance of their official function, I will be in violation of section 53a-157 of the Connecticut General Statutes, titled "FALSE STATEMENT."

Signed [REDACTED]

Subscribed and sworn before me this 17 day of May, 2017

[REDACTED]
Notary Public _____ 1-24 C.G.S. _____

WITNESS _____

Date and Time Completed: 5/17/17 @ 10:35AM



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: May 8, 2017
Person Contacted: Brandon Russo (Witness)
NTSB Accident Number: ERA17FA167

According to Mr. Russo, he lives off Route 68.

Around 1800, he heard an airplane engine "Bog down".

He did not hear anything after that.



RECORD OF CONVERSATION

**Todd Gunther
Air Safety Investigator
Eastern Region**

**Date: May 9, 2017
Person Contacted: Russell Emmons (Witness)
NTSB Accident Number: ERA17FA167**

According to Mr. Emmons, He was a mechanic at the airport and on the day of the accident, He was working in his Hangar when the accident airplane came in to land.

On the first approach to land, the airplane was "high and fast". He heard him "power up", "he went around", and then approached again.

The second time, he touched down, then rolled about 50 yards, pitched nose up about 40 degrees, and the airplane was "hanging on its prop", then went about "straight up", then "twisted" left about 75 feet above the ground, and "you could see the whole topside of the airplane". It then disappeared behind a row of T-hangers.

Mr. Emmons then heard the airplane impact, and it did not take long for it to explode.



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: May 9, 2017
Person Contacted: Chris Carrozzella (Witness)
NTSB Accident Number: ERA17FA167

According to Mr. Carrozzella, On the day of the accident, he was at his son's baseball game just east of the airport.

He did notice prior to the accident what he thought was a Cirrus flying eastbound.

He could not remember at what time that he saw the airplane and did not notice anything else.



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: May 11, 2017
Person Contacted: Nick Scata (Flight Instructor)
NTSB Accident Number: ERA17FA167

According to Mr. Scata, He had over 200 hours in a Cirrus.

He initially taught Dr. Tomanelli how to operate the Avidyne Entegra system while on the ground in his (Mr. Scata's) airplane as Dr. Tomanelli was transitioning from an airplane using analog flight instruments, to the Cirrus's glass cockpit.

After a couple of flights, Dr. Tomanelli started to "get the hang of" flying the Cirrus. They did about 12 landings during the time when he was teaching Dr. Tomanelli, and he gave him his high performance sign off on April 23, 2017. He flew with Dr. Tomanelli 1.8 hours that day and gave him .2 hours of ground training on that day.

Overall Dr. Tomanelli had received 10.5 hours of time in the Cirrus SR22, with 2.0 hours of flight training in Mr. Scata's airplane and 8.5 hours in Dr. Tomanelli's airplane.

With the first few landings, Dr. Tomanelli's airspeed was slow, and Mr. Scata corrected him on it. Mr. Scata stated that it was not uncommon when first transitioning to the SR22.

Dr. Tomanelli, did a good job with the brakes, and rudder and had picked up taxiing fairly quickly. The SR22 on takeoff would require the use of right rudder, and Dr. Tomanelli could be a little lax on the rudder during climb as the airplane's speed got towards Vy (Best rate of climb), but Mr. Scata never felt like he had to take over the controls to save the airplane during any of Dr. Tomanelli's maneuvers, or landings.

Dr. Tomanelli, had also received training on using the autopilot, and would use the autopilot when they were training but would fly more with the yoke (sidestick). They had practiced a couple of simulated engine failures, and Mr. Scata had also given him some simulated instrument time to help him transition and get used to the Avidyne Entegra system.

Mr. Scata had used the Transition Training Manual from Cirrus as a guide for Dr. Tomanelli's training and he had signed him off for flight in the airplane in VFR. They were going to fly some more when Dr. Tomanelli got back from his trip and had more time.

Mr. Scata added that, Dr. Tomanelli did not demonstrate any kind of "Wildcatting", and he was a good pilot.



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: May 23, 2017
Person Contacted: Daniel Tomanelli (Passenger)
NTSB Accident Number: ERA17FA167

According to Mr. Tomanelli, prior to the accident there were no noises or anything “weird” with the airplane. He did not think anything mechanical was wrong and his dad was using an electronic checklist.

This was his dad’s first time flying the airplane without an instructor. They were planning on flying to the Carolinas on Thursday, so his dad had planned on practicing with the airplane after work for an hour each day for the three days prior to their departure on Thursday.

On the day of the accident they took off and flew to the Hartford VOR, then the Madison VOR, then returned to Meriden Airport. The first time he tried to land he said “Oops” and went around, then said “lets try it again”.

The second time he tried to land, on touchdown he bounced a couple of times. The bounces were pretty high. He may have also been a little slower on the second set of landings.

The first approach was supposed to be a full stop landing, and then they were going to taxi to the ramp for parking.