



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: May 15, 2017
Person Contacted: Vince Dixon
NTSB Accident Number: ERA17FA180

Narrative:

Mr. Dixon was interviewed at his house near the accident site on May 13, 2017, at 1000 EDT. His address is [REDACTED] Hopkinsville, Kentucky [REDACTED]. He provided a cellular phone of [REDACTED] and an e-mail address of [REDACTED].

He indicated that the majority of the wreckage was on his property, but the outlying parts were on property owned by another individual. He had been home for about 15 minutes, when they received a call from the Hopkinsville-Christian County Airport (HVC), asking if he was the individual that called reported seeing the airplane accident. He reported he knew nothing about the accident. He was told at that time an airplane was missing and they were looking for it, and to call them if he spotted it. About that time, a neighbor (Marty Bozarth) also pulled up and asked him if he knew about the airplane accident. Mr. Bozarth indicated that he saw the airplane go down in that approximate area. Vince went riding his four-wheeler around his property and did not see any smoke. He continued riding and then noticed a broken tree limb among trees, then spotted the wreckage. He went back to his house and called the airport and informed them he had located the accident site. About 2 minutes after making the call personnel from the Sheriff's Office arrived.

With respect to the weather conditions at the time, he indicated it was misty and overcast, with no wind.

The digest was e-mailed to him for review on May 14, 2017, at 2135 EDT. He replied on May 15, 2017, at 1147 EDT with, "no changes needed, all is correct."



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: May 15, 2017
Person Contacted: Marty Bozarth
NTSB Accident Number: ERA17FA180

Narrative:

Mr. Bozarth was contacted by phone on May 13, 2017, at 1043 EDT. He was called at [REDACTED]
[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 the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He indicated that he is a medical physicist, is not a pilot but is a mild aviation enthusiast. He provided a home address of [REDACTED] Hopkinsville, KY.

On the date and time of the accident, he was walking on Harmony Grove Road, and had turned right out of his driveway, walking towards Princeton Road (Highway 91). He estimated that he had walked between 100 and 200 yards, and was not quite to his next door neighbor's house when he heard an airplane. He heard a high revving engine sound, that sounded like a crop duster, which he knew it wasn't because of the terrible weather conditions which consisted of low overcast clouds, which he estimated were between 1,000 and 1,200 ft above the ground. He heard but he could not see the airplane at that time because it was in the clouds. By sound, the airplane was in a steep dive with the engine revving high. He then saw the airplane beneath the clouds moving "horizontally" at a high rate of speed in a westerly direction. He could not tell the type of airplane, and guessed the steep diving sound he heard was made by the airplane that he observed flying in a westerly direction. He said about 15 to 30 seconds later, he heard an impact, and said to himself the airplane had crashed. He recalled at that time looking at an APP on his phone and it was between 1153 and 1154 hours local. About that time it began to sprinkle, so he turned around and walked back to his house.

Because he has a friend (Mike) that works with the Sheriff's Office, he called him at 1202, and asked him if there were any reports about a missing or crashed airplane. His friend made some inquiries and learned that an airplane went off radar of Fort Campbell. After hearing that, he (Marty Bozarth) called 911 at 1213, and reported what he had heard. He then got into his car and drove to the area, and went to the house of Vince Dixon, thinking the airplane had crashed to the right of the All Terrain Vehicle (ATV) shop. He told Vince and Christian County Emergency personnel what he had heard and seen.

He was asked if he could tell the pitch and roll attitudes of the airplane and he indicated he could not, but it, "looked basically flat" adding, that he only saw the airplane for a short period of time, and could not even tell what type of airplane it was. He did indicate that the weather had become worse as he continued to walk. His perception when he first heard the airplane was that the airplane was in the clouds because he could not see it. He speculated it may have been a VFR pilot that had lost orientation due to the weather, and had lost control of the airplane. He indicated there was no lightning, and no thunder about that time. He added that he did not hear any abnormal engine sounds, and he has a friend who is an aerobatic pilot, and the sound he heard during the descent was similar to the sound heard when the aerobatic pilot is doing maneuvers.

He was asked if he could tell the position of the landing gear and he said he could not. He did state that he thought the pilot may be in trouble and the, "weather was tough at the moment."

His location about the time he first heard and then observed the airplane was later determined to be 36 degrees 55 minutes 35.1 seconds north latitude and 087 degrees 34 minutes 44.0 seconds west longitude. That location when plotted by NTSB using Google Earth was located about 090 degrees and 1.43 nautical miles from the accident site location.

The digest was e-mailed to him for review on May 14, 2017, at 2235 EDT. He replied on May 15, 2017, at 0847 EDT with comments that were incorporated into the narrative. The corrected digest was sent to him for review on May 15, 2017, at 0905 EDT. He replied on May 15, 2017, at 1012 EDT, with "Tim, the corrected version seems fine to me...."



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: May 18, 2017
Person Contacted: Steve Cremer
NTSB Accident Number: ERA17FA180

Narrative:

Mr. Cremer was contacted by phone on May 13, 2017, at 1858 EDT. He was called at [REDACTED]
[REDACTED] He provided an e-mail address of [REDACTED]

He indicated that he heard about the crash about 1 hour ago. He is a co-worker of the pilot's wife, and all are friends of him.

The airplane is owned by Cremair LLC, with Mr. Giammetta and himself as "members." He (Mr. Cremer) was also considered the "manager" and "registered agent" of the corporation that owned the airplane. He (Cremer) last flew the airplane on May 4, 2017, on round robin flights to Burlington, Iowa. Each flight leg was between 20 and 30 minutes. He was asked if he experienced any issues with the airplane, its systems, or engine during those flights. He indicated that on the flight to Burlington, when attempting to lean to the lean side of peak, "the [No.] 5 cylinder would peak too soon and would run rough before the other cylinders had even hit peak EGT", but the engine ran fine when full rich. He also stated that on the return flight, he was able to lean to lean of peak, and had no issues with that cylinder. He also indicated that in the last few weeks, the No. 6 cylinder was running hot. In addition, he reported that, "A couple of weeks ago, I did a "GAMI lean test" in flight in which I slowly leaned the engine and noted when each cylinder hit peak EGT. All six cylinders hit peak EGT within about 0.4 gph fuel flow of each other, indicating that the fuel and airflow to the cylinders was well balanced."

At the conclusion of the roundtrip flight, while at Davenport Municipal Airport (KDVN), he self-fueled the airplane adding 17.7 gallons of 100 low lead fuel. The fuel added topped the main fuel tanks but the wingtip fuel tanks remained empty. He indicated to his knowledge, the airplane was not operated between the fueling and accident flight.

He was asked about the Stratus that was found in the wreckage, and whether it records. He indicated that it would communicate with ForeFlight on the i-pad.

With respect to the accident flight, Mr. Giammetta and his wife (non-pilot) were flying from Davenport, Iowa, to Alabama, for a vacation. The pilot's wife is an OB/GYN doctor. Mr. Giammetta owns a tow truck company, in Davenport, Iowa, and is not instrument rated. He was not sure how he would have gotten a weather briefing.

Mr. Giammetta's last flight review was on 10/24/2015. He would often fly with an instrument rated friend. He did not have any medical issues. On the last insurance application form in December 2016, he had 754.7 hours total time, 377.6 hours in make and model, 384 hours in retractable aircraft, and 37.7 hours in the last 12 months.

The digest was e-mailed to him for review on May 15, 2017, at 1959 EDT. He replied the same day at 2108 EDT with comments that were incorporated into the narrative. The corrected digest was e-mailed to him for review on May 17, 2017, at 0915 EDT. He replied the same day at 0946 EDT with, "Tim, With those corrections, everything is accurate. Steve." He was provided copies of fuel records and asked about the fueling. His reply was incorporated into the notes and e-mailed to him for review on May 17, 2017, at 1646 EDT. He replied on May 18, 2017, at 0911 EDT with, "Yes. The corrected digest is correct."