

6/29/2017

From: Anthony S Greco, Jr., Pilot

To: Daniel Boggs, NTSB

Subject: Accident 6/24/2017 Page Field (KFMY) Fort Myers, FL

Mr. Boggs,

In response to your phone calls and written request I have had my wife type my answers into your email.

I am as interested as you are to learn the cause of this life changing event.

Respectfully,

Anthony S Greco, Jr.

Mr. Greco,

Thanks for the phone call, I am glad to hear you are doing better, I am working hard to try and figure out what happened during your flight, I know everybody wants to know something and just want you to know I am working it.

Please provide a detailed statement of your accident flight, please the more detail the better, do not leave anything out, everything is important on this. Also please start out from the time you pulled into the parking lot at the airport, what exactly did you do from there till you were in the hospital please.

Detailed statement:

Filed IFR 6/23/2017 via Fore Flight. Weather and detailed briefing received via Fore Flight.

6/24/2017

Woke up morning of 6/24/2017 at 6:05AM. Normal wake up routine, shower shave, etc. Checked Fore Flight on iPad for updated weather conditions for the state of Florida, good VFR conditions.

Left for airport approximately 6:30. Drank a bottle of water and ate a pop tart on the way. Met Marc at the Club Office. Picked up keys for airplane and dispatched the airplane.

Met at hangar and opened up.

We discussed our flight plan. Total time for this round trip was approximately 2 hours and 45 minutes, not including taxi and take offs. N199PA was only filled to the tabs by the previous pilot. Our reserves were too close for our comfort so we decided to top off the tanks after verifying the weight and balance was within limits.

Together we performed a thorough preflight inside the hangar before moving the plane, to include sumping the strainer and tanks (all clear). We then pulled the airplane out of the hangar and called Page FBO for fuel. While waiting, we pulled our vehicles inside the hangar and closed hangar door.

After receiving fuel from a Page Field fuel truck, we shook the wings and sumped the tanks for a second time. No water or debris was found.

At this time, I took the left seat and Marc took the right seat.

Engine started normally, checked engine instruments, turned on avionics and received the ATIS for Page Field. I called for taxi and clearance for my IFR flight plan. As I taxied to the E2 intersection, Marc loaded the flight plan into the Garmin 430 and I verified the plan after stopped at the run up area.

Run up- oil temperature, oil pressure, fuel pressure, all in the green at 2000 RPM. Mag check 20/80 drop so I leaned out at 2000 RPM to clean the plugs. While the plugs are being cleaned, we went through the remainder of the checklist items. Verified fuel on right tank, noted the electric trim button missing on the yoke, but verified the manual trim worked, and I trimmed for neutral/take off. Carb heat, vacuum, amps, volts, fuel pressure, oil pressure, oil temperature all in green or okay. Mixture full rich and did second mag check with drops approximately 18 to 20 per side. We both commented on how good that was. Brought throttle to idle.

Pre-take off- Zero flaps, mixture full, carb heat off, fuel pump on, transponder on ALT, AC off, no pitot heat, time noted.

Called ready for departure at E2. There was no traffic behind us, so we decided to line up on runway center line and use brakes and full power (2350 +- RPM) and held for about 10 seconds to check engine performance. Seeing good smooth power, released brakes, accelerated and called air speed alive, applied back pressure at 50 to 55 knots, became airborne at 65 knots, pitched to 5 degrees now at 70 knots with a goal of 80 knots RPM passing 2450. Near the departure end of the runway we were at 75 knots.

At this point it felt and sounded like a slight loss of full power. Scanned gauges, all in green, mixture full, fuel pump on. RPMs continued to decline. At this point we communicated about changing fuel tanks, so I switched to the left tank, applied carb heat, and checked fuel pressure which was normal, confirmed mags on as the RPMs continued to decline.

At this point our vertical climb went to zero as we passed over Metro Pkwy. I called out "this is not looking good, let's do Metro", Marc agreed.

Marc asked if he should shut off switches, I said yes. At this time, we were definitely committed to land. I shut off the fuel valve as we turned towards Metro to make an emergency landing. While in a controlled turn, the plane struck something. What, I do not know, (I was told a tree). This is my last recollection of flight.

My next memory is crawling on green grass with the strong smell of fuel. I have zero recollection of getting out of the plane. In retrospect, I believe I was thrown out at the point of impact. Immediately thereafter the fire erupted. I ran to the side of building and looked back for Marc around edge of building. I saw a large fireball and heard a lot of popping sounds with no sign of Marc. I paced the area for what seemed like minutes.

A security guard is the first person to see me, who stated he called 911 and asked if there was anyone else and I said yes, but I do not know where he is.

Paramedics arrived and did their work. Took ambulance to hospital.

Day 5 thoughts

As I evaluate my condition post-accident, I realize I did not have a right shoe, my cell phone was missing off belt also right side, my "knee pad" from my right knee was gone, no head sets and no iPad which was in my lap and the glasses were missing off my head. I have no recollection of getting out of any kind of structure, and believe I was thrown from the wreckage moments before final impact.

Also during your statement please include the following:

1. Exactly what did you all check during the preflight, every detail. Open hangar door, remove pitot cover, remove grounding cable and front wheel chock. Unlocked aircraft door, pull out sign out time sheet and verify ending Hobbs and tach time to actual. Signed my name to the book and wrote in starting times. Went down club time sheet and checked off applicable items. Unlocked throttle lock and placed it in the rear seat. Checked breakers and turned on master switch and looked at fuel gauges (consistent with fuel at tabs). Turned on nav, strobe, landing lights, pitot heat, and verified operation. During this part of the walkaround, checked stall warn operation. Return to cockpit and shut off all switches, check breakers again. Pulled flap handle to full position. Exited cockpit and commenced checking exterior items. (I go from the right side towards the rear). Pitot static port right side, check antennas top and bottom, stabilator free and no up/down/side to side movement, leading edges smooth and rt tip secure, stabilator trim tab attachment secure, trim tab moves correct direction with stabilator movement, no touch on rudder, left tip secure, leading edge smooth, pitot static port left side, left wing flap locked down position, actuator rod secure and can rotate, flap hinge points secure, left wheel pant secure, aileron hinges secure, control rod free, left wingtip secure, lights and lenses secure, leading edge smooth, pitot ram hole and drains, sump left fuel tank and return to tank- while cap is off tank drain gascolator, return to tank and verify fuel at tabs and secure cap. Check front of left wheel pant for security, check nose wheel pant, strut extension. Look in engine air intake and cooling air intakes. Check for minimum 6 qts engine oil, check cowl secure. Right wheel pant secure, sump right tank and return to tank. Right leading edge smooth, tip and lights secure, rt aileron hinges secure, control rod free, flap attachment secure, flap actuator rod secure and can rotate. During the entire walkaround I also look at all the skins for signs of any rippling or stresses. As the aircraft is pulled out of the hangar I check the tires for flat spots and proper inflation.
2. Did you sump the tanks? **Yes** How many times? **Once** inside hangar, and a second time after topping off tanks outside the hangar. Further, before topping off a weight and balance was calculated and within range.
3. Was there any water in the tanks or in the engine sump? **None**. If so, how much?
4. Who was flying? **I was**.
5. What seat were you sitting in? **Left**.
6. What fuel tank did you select before takeoff? **Right tank at start up and verified at run-up**.
7. Did you ever switch tanks? **Yes**
8. Did you apply carb heat at all? **Yes, at run-up to verify proper operation and during emergency power loss procedure**.
9. Did the engine run rough or misfire? **No**. Or did the engine just loose power like it was chocked of air or fuel but still run smooth? **Yes**.

10. How many times have you flown this airplane? **Three times. However, I have been flying Archers for many years, and recently did all my instrument training and rating, accumulating 155hrs to date in Archers.**
11. Have you ever had a problem in this airplane before? **No.**

I will also need copies of you pilot log and medical certificates, not the entire log book but maybe the last year or so please. You can email those to me or I can send you a secure link with no size limits to send me the pictures.

Once again, thank you for the time,

If you have any questions, please don't hesitate to contact me.

Daniel Boggs
Air Safety Investigator
National Transportation Safety Board
45065 Riverside Parkway
Ashburn, VA 20147

