



RECORD OF CONVERSATION

Millicent Hill
Aviation Accident Investigator
Eastern Region

Date: October 16, 2016
Person Contacted: Aiden Seltsam-Wilps
NTSB Accident Number: ERA17LA014

Narrative:

During a telephone conversation with Mr. Seltsam-Wilps, he stated he had spoken with the pilots of N518AR about the accident flight. During interviews with the crew they stated they knew the weather conditions at their destination were below minimums but decided to proceed with the approach to “take a look.” They stated they broke out around 800 to 850 ft, and their speed was about 130 to 135 on final to runway 05.

The pilot flying, the left seat pilot, stated he felt the brakes were “spongy.” The pilot monitoring, the right seat pilot, was hired to monitor the pilot and do the flight planning. He felt they had good crew resource management in the cockpit. He stated they are at the accident airport about once a month. He recalled both of them getting on the brakes after they touched down.

Thursday Oct 13, 2016

North Central Airport , Pawtucket, RI N518AR

Arrived at North Central approximately 1300, was transported to end of RWY 5 by airport manager. I met with inspector Berlyn who had already arrived near the aircraft departure point of the aircraft.

We discussed the various points of the accident, taking pictures of aircraft and area damage. Inspector Berlyn has pictures of where the RWY tire/skid marks started and the marks of the landing gouges in the overrun grass. There is a security camera view of the touch down point which a copy was given to me by Kyle Smith; he is the manager, maintenance and IT person for AVPORTS who manages the airports in Rhode Island.

The aircraft was approximately 20 feet down an embankment sitting perpendicular to the end of the RWY. The embankment is a steep grade approximately 200 feet higher than the land below. While the aircraft appeared to be secure the risk of actually going to the aircraft without it being secured in place was a risk.

It appears the aircraft skidded relatively straight through the grass but after it impacted the barrier and antenna the aircraft pivoted left which most likely prevented it from continuing down the embankment a couple hundred feet. It may have saved much more serious injuries to the crew and passengers.

Some notes on the damage to the aircraft:

1. The nose landing gear was detached and was sitting up on the RWY in and around the localizer antenna which was damaged when the aircraft skidded through it.
2. The right wing was leaking fuel approximately 1 foot inboard of the wing tip.
3. The left main landing gear was visible and still attached to the aircraft but had gouged a rut in the grass and was partially buried.

4. Left wing leading edge had a large dent where it appears the aircraft went through the localizer antenna and some barriers before leaving the RWY overrun.
5. For the most part the fuselage appeared to be intact with most damage to belly and lower part of the wings.
6. When we arrived the fire department told us they disconnected the batteries and closed the door.

The people on board were nowhere to be found, according to airport manager they left shortly after the accident and went to their business meeting. Inspector Berlyn tried to contact the pilots of the aircraft. Inspector Berlyn was able to talk to Brett Duffy Cert. [REDACTED] Duffy told inspector Berlyn that he was not the PIC that Richard Nernberg (Cert. [REDACTED]) was. Mr. Duffy told inspector Berlyn that Mr. Nernberg's cell phone was still in the aircraft and that he would have Mr. Nernberg contact inspector Berlyn shortly.

Mr. Nernberg did contact inspector Berlyn approximately 10 minutes later and answered some of the questions. Inspector Berlyn did ask a number of times to both Duffy and Nernberg if they were going to come back to the airport so we could interview them. At the time all the people that were on the aircraft during the accident were at TF Green Airport catching a flight back to Pittsburgh PA. They both said that no they were not coming back to North Central and that there insurance company AIG will be notified.

Inspector Berlyn talked with several witnesses and they all basically collaborated with the video that the aircraft touched down with approximately 2000 to 2500 feet remaining of runway. Advertised landing roll for the Cessna 525B is 2770 feet.

Inspector Berlyn passed on to the airport manager the insurance company name. The airport manager did receive a call from the insurance adjuster shortly before we left and said that there would be someone going to North Central the next day to look at and evaluate the aircraft.

In the meantime inspector Berlyn did contact the NTSB and explained the situation to the duty person at the time. The airport manager was eager to have the aircraft moved from the end of the RWY so they could reopen it prior to the weekend. The NTSB did release the aircraft to be moved from the current position to a secure position somewhere else on the airfield. The airport manager and the insurance company were both notified a few times that while the aircraft could be moved that it had to be secured and no one was to go into it or do anything else to it before either the FAA or NTSB examined the aircraft.

Saturday Oct. 15 2016

I arrived at North Central Airport at 07:30 to observe the removal of N518AR from the end of RWY 23/approach RWY 5. The removal crew assembled at 0800 and proceeded to the accident site with assists from the local fire department, local trucking company and Chris Cunningham and his helpers that were recruited as expert to remove the aircraft safely and with little damage.

The removal went without a major issue being noted. The aircraft was intact with the exception of the nose landing gear being sheared off during the accident. The aircraft was loaded to the back of a flatbed tractor trailer using the nose strut oleo as a tow point. The company fabricated a mount for the trailer and secured the nose strut to the aft end of the trailer and towed the aircraft back to the area beneath the old terminal building. The aircraft appeared to have no major structural damage to the main landing gear's and the main gears were used to move the aircraft to final spot. The aircraft tracked true and did not provide any additional damage to the aircraft during the transit.

When the aircraft was lifted the MLG (main landing gear) were down and locked and the NLG (nose landing gear) was also down and locked. The underside of the aircraft did not appear to have much structural damage, the lower antennas were all in place and not torn off, paint scuffed and minor gouges on surface but overall in decent shape.

The engine intakes had ingested some FOD but did not appear to be more than dirt, leaves and grass.

When aircraft was secured back in area next to old terminal I was able to get additional pictures and examine the interior of the aircraft. Upon opening the crew door the interior was in good shape with some disarray of paperwork.

I took numerous pictures of interior and cockpit areas, I was not able to locate the registration or AW cert. I do have copies of the paperwork; I suspect that the RI aviation safety representative has originals, will verify Monday at the office.

On the day of the accident when Inspector Berlyn talked with Mr. Duffy he told inspector Berlyn that Mr. Nernberg's cell phone was still in the aircraft. I was not able to locate the cell phone in either pilots position the only electronics I was able to find was an IPAD plugged into an outlet on the shelf next to the co-pilots seat.

I removed this IPAD and the maintenance log pages that I could find from the aircraft. I located a small brief case that has the pilots log book and misc. paperwork for Mr. Nernberg and also removed this. Upon leaving the aircraft I checked the nose cargo compartment and found only some tools, rags, and engine oil. This equipment I left in place and secured the compartment. I locked the aircraft when I left and also took the keys with me until we can determine to who they will go to when the NTSB releases the aircraft. The items I removed were listed on a chain of custody form and a copy was left for the airport manager. There was no one available at the airport to sign for the equipment so I slipped the copy under his office door and left my phone numbers if he has any questions.

Talked to another possible witness while at the aircraft, Mr. Marc Catanese was in his aircraft holding short of RWY 23, while N518AR was holding and asking about weather conditions. Shortly afterwards Mr. Catanese was released and left SFZ for his flight. While he was out N518AR was released to land and upon his return Mr. Cantanese found out about the aircraft overrunning the RWY. Mr. Cantanese's contact information is [REDACTED].

Tuesday Oct 18, 2016

0900

After the accident IIC, Inspector Aidan Seltsam-Wilps talked with both pilots that were flying the aircraft. The PIC said that he thought that the braking action during the landing roll was not quite normal so I will be going back to the aircraft today and seeing if there is anything obviously wrong with any of the visible components of the braking system.

Arrived at SFZ at 1pm, went out to aircraft, talked with Cessna mechanic that was there to evaluate the aircraft for possible repairs.

Additional pictures of left and right MLG areas and struts were taken with emphasis on the brakes and tubing associated with the braking system. Also additional pictures of the rudder pedals were taken with nothing noted out of the ordinary.

Nothing appeared out of the ordinary in regards to the MLG, tires, and brakes. There was rocks, dirt and debris in the left MLG strut and wheel well areas. The left MLG Wheel Well Door's hinge was separated except for approx. 4 rivets holding the hinge to the structure. The right MLG area was much cleaner but the wheel well door was damaged with caked dirt and debris in the door.

One additional damage that was noted was on the top of the fuselage just forward of the wing was orange paint and a couple of dents that appeared to be caused by the localizer antenna hitting and doing the damage.

Verified the battery was disconnected and that there was nothing additional in the rear baggage compartment.

The Cessna mechanic was at the aircraft doing an initial exterior evaluation of the damage.

Chet Antczak 10/19/2016