



RECORD OF CONVERSATION

Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: August 9, 2017
Person Contacted: Michael Reichert, FAA/FSDO, Allentown, PA
NTSB Accident Number: ERA17LA267

Narrative:

Mr. Reichert was interviewed via telephone. He stated that neither of the two passengers held a pilot certificate. The student pilot and front seat passenger were in the intensive care unit and could not provide a statement. According to the rear seat passenger, who was less injured, and family members, the three occupants were related. The student pilot had planned to ferry his airplane to N40 the following week with his flight instructor to have ADS-B installed. However, the three occupants had been at a family picnic during the day of the accident and the student pilot decided to ferry the airplane with them that night, instead of the following week with his instructor. Another family member drove to N40 to provide ground transportation back to the student pilot's home once the airplane had landed.

The rear seat passenger further stated that the airplane was in a circling descent near N40 when the student pilot noted red obstruction lights related to utility wires and indicated that something was not correct. The airplane then collided with trees and impacted the ground. The three occupants were able to egress before a postcrash fire consumed a portion of the cockpit. The rear seat passenger stated that she and the front seat passenger was not aware that the student pilot was not a certificated pilot.

The student pilot's flight instructor reported that the student pilot had been taking lessons for about 4 years, but they had not flown together since February.

Mr. Reichert examined the wreckage and did not observe any preimpact mechanical malfunctions.



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Date: August 11, 2017

Person Contacted: Michael Reichert, FAA/FSDO, Allentown, PA

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Narrative:

Mr. Reichert was interviewed via telephone. He further examined the engine today and was able to rotate the crankshaft by hand. Mr. Reichert confirmed camshaft, crankshaft, and valve train continuity to the rear accessory section of the engine. He also attained thumb compression on all four cylinders. Mr. Reichert did not observe any preimpact mechanical malfunctions with the engine.