

Record of Conversation

Interview: Eric Foley
Position: Witness
Date: 14 June 2018
Location: 1184 Smithville-Jacksonville Rd, Springfield, NJ
Present: Peter Wentz (NTSB)
Henry Soderlund (Textron Aviation)

Mr. Foley (witness #1) returned to the accident site to provide investigators with the location he witnessed the accident airplane on June 13, 2018. He stated he was working in a field south of the accident site. He recalls hearing the airplane coming toward him from the east. He could not see the airplane but recalls the sound to be very loud. The airplane sound circled behind him, again he could only hear it. He stated the sound got less for about 12-15 seconds and returned from the northwest. He stated that his first visual sighting of the airplane was to the north, He recalls the airplane flying away from him with the left wing a few degrees lower than the right wing. Using his fingers to measure, he stated the airplane was about 2 inches above the tops of the trees while the engines were making a very loud constant sound. Mr. Foley stated he heard the airplane crash describing it as a "thud".

He started running across the field in a southeast direction back towards his vehicle. He then drove to the accident site and got out to see if anyone needed help. He recalled talking with another male name Garrett. He stated the Garrett had already placed a call to 911.

Once he finished, he got back in his truck and found his two co-workers walking toward the accident site. He called his employer and return to his company office.

Record of Conversation

Interview: Ray Leonardo
Position: Pilot
Date: 14 June 2018
Location: South Jersey Regional Airport, Mount Holly, NJ (VAY)
Present: Peter Wentz (NTSB)
Kirk P. Jaeger (FAA)

Mr. Leonardo stated he knew the accident pilot for 30+ years and had flown between 25-30 hours together in N218BL. When the accident pilot purchased N218BL Mr. Leonardo stated that he and the accident pilot attended training together at Flight Safety in Orlando, FL. He was questioned if the accident pilot ever split pre-flight duties, Mr. Leonardo stated no, he added the accident pilot would always conduct his own walk-around and weight and balance. He also stated that it was the pilot's responsibility under the rules of Angel Flight.

Mr. Leonardo stated the accident pilot attended recurrent training annually and he estimated him to have over a 1000 hours in N218BL.

The last time Mr. Leonardo flew with the accident pilot was 6 or 7 years ago.

Record of Conversation

Interview: Conner Meeker
Position: Fueler / South Jersey Regional Airport, Mount Holly, NJ
Date: 14 June 2018
Location: South Jersey Regional Airport, Mount Holly, NJ (VAY)
Present: Peter Wentz (NTSB)
Kirk P. Jaeger (FAA)

Mr. Meeker stated that he was employed by South Jersey Regional Airport as a fueler. He stated that the airport tests the fueling system each day before servicing any customers with fuel and records the test data on a daily log. The fuel system consists of two stations at the airport, 1) fuel farm and 2) the fuel truck.

Mr. Meeker stated the fuel in the fuel farm is tested by sampling the 100LL main tank. A sample is taken from a nozzle at the lowest point of the 100LL tank. The fuel is tested by checking for water and debris in the fuel. Once the fuel is tested it is disposed of in the recycle station. He then stated the fuel in the truck is tested by taking two samples from the truck from the lowest point and checked for water and debris.

Mr. Meeker then supplied the NTSB with a sample from the fuel farm and the 100LL truck. The truck sample was taken under pressure from same fueling nozzle that is used to supply fuel to customers.

Mr. Meeker stated that he supplied fuel to the accident airplane (N-218BL) on June 12, 2018. He checked the fuel log and stated that 4 other aircraft were fueled after the accident airplane. He stated the accident pilot had called for fuel around 3:00pm. He drove the 100LL fuel truck in front of the hanger and topped off both wing tanks. He said that the airplane had recently flown from VAY-LNS-VAY and took about 35 gallons fuel. He stated that the accident pilot would have him fill the tanks to the bottom of the fill tab. Mr. Meeker was questioned if he ever saw pitot tubes or engine covers on the aircraft, he stated that every time he fueled the aircraft it was in the hangar and he never noticed covers on the aircraft.

While fueling the aircraft on June 12th, Mr. Meeker stated he asked the accident pilot about the aircraft, he was told that the accident pilot purchased the aircraft in 2005. The accident pilot stated he usually flew with another pilot, he was instrument rated but liked to have a second set of eyes. He also stated that he had attended training regularly to stay up on the aircraft.

Mr. Meeker was questioned if he ever saw the accident pilot conduct a pre-flight walk-around. He stated no.

Record of Conversation

Interview: William P. O'Hara
Position: Owner / B.P. Air Inc., Mount Holly, NJ
Date: 14 June 2018
Location: B.P. Air Inc., Lumberton, NJ
Present: Peter Wentz (NTSB)
Kirk P. Jaeger (FAA)

Mr. O'Hara stated his company provided maintenance to the accident airplane. He also stated he personally knew the accident pilot and would often fly N218BL. On a recent trip to Florida in December of 2017, he stated the aircraft had a loss of oil pressure in the left engine. He stated that he repaired the oil pressure situation in Florida and returned to VAY. Mr. O'Hara also stated he conducted an annual inspection of N218BL in February 2018 and signed off the aircraft. He recalls syncing the engines which had about 300+ hours at the time.

Mr. O'Hara was not aware of any schools or training that the accident pilot attended, he stated that the accident pilot was a "hobby flyer" and helped with the Angel Flight program.

Mr. O'Hara stated that N218BL had a King KFC200 auto pilot installed, when asked how the system worked, he stated the pilot would have to press the heading control button, followed by the altitude button and then press "on". He stated that the pilot would then have to look up at the annunciator panel to make sure the system engaged. If the auto pilot light didn't light up, the system would not function, and the pilot would have to go through the procedure again.

Mr. O'Hara also stated that the aircraft was usually flown with two iPads, one on each yoke. Recently the iPad had been upgraded with a new software program.

He concluded by saying the person flying with the accident pilot on June 13th was a client of his, but he didn't know the man personally.

Record of Conversation

Interview: Tyler Singh
Position: Fueler / South Jersey Regional Airport, Mount Holly, NJ
Date: 14 June 2018
Location: South Jersey Regional Airport, Mount Holly, NJ (VAY)
Present: Peter Wentz (NTSB)
Kirk P. Jaeger (FAA)

Mr. Singh stated that he was employed by South Jersey Regional Airport as a fueler. He had fueled N218BL in the past. He recalls always fueling the aircraft in the hanger. Mr. Singh was questioned if he recalled the aircrafts pitot tube and engines covers on the aircraft while he was fueling. He stated that he didn't see any covers on the pitot tube or engine cowlings and that the owner would always park the aircraft in the hangar.

On the day of the accident, Mr. Singh stated that he departed South Jersey Regional Airport at 7:45am in a 1951 PA-23. He stated that after take-off he encountered IMC conditions at 400 feet and remained in IMC conditions until 5000 feet.

He returned to South Jersey Regional Airport at 2:30pm on the same day in clear conditions.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: June 21, 2018
Person Contacted: Craig Kern
NTSB Accident Number: ERA18FA167

Narrative:

Mr. Craig Kern was contacted by phone on June 21, 2018, at 1307 EDT. He was called at [REDACTED]. He provided an e-mail address of [REDACTED].

After introductions were made he was advised that the NTSB was in charge of the accident investigation, and NTSB and Federal Aviation Administration (FAA) wanted to do a phone interview with him regarding his last Flight Review/Instrument Proficiency Check (IPC) that was given to Mr. Winner in October 2017. He was told a general list of topics that needed to be covered during the phone interview. He was also advised that notes would be taken, and I would send the typed notes to him for review and comment. After he had reviewed the notes, the final version of them would be sent to him for his file.

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 would consult an individual to be his representative, and agreed to 1300 hours EDT on June 22, 2018.

A conference call was set up through the NTSB Response Operations Center for June 22, 2018, at 1300 EDT. The call was made to (877) 446-3914, passcode 7933367. Present on the call were Craig Stewart Kern, Michael "Mick" Kaufman (Craig's representative) who joined the call about 1330 hours EDT, NTSB investigator Timothy W. Monville, FAA inspector Stephan A. Koza, and Bill Gill of Honeywell (party to the NTSB investigation).

He provided the following information:

His home address was [REDACTED] Dayton, Ohio [REDACTED]. His work phone was [REDACTED]. His pilot certificate number is [REDACTED]. He holds an airline transport pilot certificate with airplane multi-engine land rating. He also holds a commercial pilot certificate with airplane single engine land and sea ratings. Finally, he holds a flight instructor certificate with airplane single engine, airplane multi-engine, and instrument airplane ratings; issued November 2, 2017. He holds a 3rd class medical certificate with a limitation to wear corrective lenses issued December 5, 2017. The medical was not valid after December 31, 2018. He has a Statement of Demonstrated Ability (SODA) for defective color vision.

Mr. Kern was then again 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; Mr. Kaufman will be his representative.

Mr. Kern indicated that he began flying in July 1958, all of which was civilian. As of the end of May 2018, he has accrued 11,694 hours total flight time, 8,383 hours as a flight instructor, and 3,957 hours in multi-engine airplanes, of which about 2,700 were as pilot-in-command (PIC). He does not log Beech 58 time specifically, but estimated he has about 200 hours in that make and model airplane, and between 1,000 and 1,200 hours in Beech 55 series airplanes. As a multi-engine flight instructor he has about 1,750 hours in multi-engine airplanes, of which 66 were in the Beech 58 airplane. In addition, he has 975 hours in a Beech 55 airplane, of which 974 were as PIC and 853 as instructional. He is not a FAA designated pilot examiner.

While waiting for Mr. Kaufman to join the call, Mr. Kern was asked to explain the Bonanza/Baron Pilot Proficiency Program (BPPP). He indicated that up until about 6 years ago, the American Bonanza Society (ABS), ran pilot training clinics throughout the U.S., and BPPP was an arm of the ABS. When ABS decided to go into a different direction, the Bonanza/Baron Pilot Training (BPT), Inc., was founded. The clinics/flight training offered by BPT, Inc., are held in various cities and various dates during the year, with a seminar and ground school on Friday, and flying either on Saturday or Sunday. The web site for BPT, Inc., is www.PBPT.org.

Mr. Kern was asked at that time if he had any questions for NTSB. He asked for information concerning the weather and energy path, which were answered.

While waiting for Mr. Kaufman to join the call, Mr. Kern explained that Mr. Kaufman was flying his airplane to Nova Scotia, and had a 1300 border crossing.

Mr. Mick Kaufman joined the call at 1330 EDT. At that time Mr. Kern was again advised of the right to representation. Mr. Kaufman provided an e-mail address of [REDACTED]

Mr. Kern provided the following timeline:

October 6, 2017 –

Began ground school about 0800, and lasted about 8 hours. It was divided into 2 portions. Those who had attended previous clinics would attend the recurrent ground school, and someone who would not have attended any previous clinics, the person would receive airplane type specific classes.

Mr. Kern indicated that the Flight Review and Instrument Proficiency Check given last to Mr. Winner on October 7, 2017, was done under the auspices of BPT, Inc., clinic held in Nashua, NH. He was assigned to fly with Mr. Winner, and flew in his 1996 Beech 58 airplane. It was equipped with dual flight controls. He reported that Mr. Winner had 2,500 hours total flight time, of which 2,400 hours were in a Beech Baron. The airplane was also equipped with a Garmin GNS530W, and a KFC 200 autopilot. In advance of his Flight Review flight with Mr. Winner on Saturday morning, he discussed about 30 to 35 minutes with him the maneuvers that were to be accomplished. Mr. Winner was also advised during that conversation that he (Winner) would be PIC, and if Craig asked him to do something he was not comfortable doing, he instructed Mr. Winner to say so.

October 7, 2017 -

The Flight Review flight was conducted in VMC conditions and was first done in N218BL. They departed Boire Field (ASH) Nashua, NH, to the east, and Mr. Winner executed steep turns, power on and off stalls to 1st indication of a stall and maybe to break, feathering of a propeller (not sure which side), Vmc demonstration, drag maneuver, normal takeoff's and landings, 0 flap landing, simulated zero thrust single engine landing, and normal climb per Airman Certification Standards (ACS) for the level of pilot certificate held. After flying for about 1.7 hours they stopped at Portsmouth, took a break, and began to discuss the IPC, which included approach options at a nearby airport.

They departed Portsmouth in N218BL for the IPC, and executed the RNAV approach to Portsmouth, a single-engine ILS approach, a VOR approach to Sanford Seacoast Regional Airport (SFM), Sanford, Maine, a VOR circling Approach to Nashua, NH. The IPC flight duration was 1.8 hours. He indicated that they performed 8 instrument approaches and all were done by Mr. Winner in accordance with (IAW) ACS Standards. He described Mr. Winner as competent.

Mr. Kern was first asked questions by NTSB –

Where was the ground school given – in a hotel

Is there a syllabus for the Flight Review/IPC – Mr. Kaufman indicated there are and he can send both when he returns to the U.S. He indicated that Mr. Winner did holding as part of the IPC.

Describe what emergency procedures were performed as part of the IPC – he indicated that a single engine approach

Describe the flight conditions for the Flight Review and IPC – Both flights were performed in VFR conditions. No actual instrument conditions were encountered during the IPC

Advise whether vision restricting device was used during the Flight Review - No

Describe the type of Vision restricting device was used during the IPC – He provided goggles for the pilot to use

Was there any ground based or fixed training type device used for the training – No
Was asked to describe autopilot usage during Flight Review or IPC – He indicated that because of the maneuvers it was not acceptable to use the autopilot during the Flight Review, but it could be used during the IPC. He indicated that during an IPC he would have the person hand fly 1 or 2 approaches, and then the others could be flown on autopilot. He indicated the autopilot was engaged by Mr. Winner during the IPC, but he could not recall when it was engaged.
Do you recall any issues with the autopilot during the IPC of Mr. Winner – He could not recall any issues with it.
Were there any issues with the airplane during the Flight Review or IPC – None that he could recall
Did he have Mr. Winner do partial panel as part of the IPC – no he did not. Since the 58 has 2 vacuum/pressure pumps he did not. In hindsight he probably could have covered the attitude indicator but he did not.
Was any part of the IPC done in actual conditions – no
Do they keep files – Mr. Kaufman indicated that they have records going back 8 years.
Any instructor comments – Mr. Kern indicated that his logbook may have a comment about the flight.

Questions from Continental Motors, Inc., provided to NTSB –

Instrument proficiency (What was the CFI's assessment of the pilot's instrument flying capabilities?) – His assessment of Mr. Winner's instrument flying capabilities were that he performed to the ACS standards
Autopilot activation practices (i.e. did the pilot typically activate the autopilot shortly after takeoff or did he manually fly the airplane until cruise?) – It was engaged during the climb before reaching cruise altitude, but he could not recall the exact altitude it was engaged at.
How many times had the CFI flown with the pilot? – The Flight Review/IPC in October was the first time flying with him
How long was the last IPC/Flight Review and what all did it entail? – It was 3.5 hours total duration for both
When was the last time unusual attitude recognition/recovery was demonstrated? – He thought unusual attitude/recognition/recovery was done during the IPC but he could not recall specifically.

NTSB follow-up questions –

How would you set up an unusual attitude – He would ask the applicant to slow the airplane to 90 knots, then ask the applicant to perform a standard rate turn to the left. While in the turn he would ask the applicant to pick up an item on the floor, and at that time he would push full left rudder, which would get the airplane in a left descending turn with airspeed increasing. He would then ask the applicant to recover.

FAA Questions –

What is the practice when departing an uncontrolled field and the weather is below minimums – He (Craig) has personal minimums, and if the weather is below, he would not go. He indicated that a pilot has to establish his or her own minimums.

Does BPT, Inc., prepare Risk Assessment for pilots – They do that at their clinics, especially for a flight instructor who may never have flown in the airplane or with a pilot. With respect to the question about minimums, they have a rule that if the weather is below circling minimums, they won't fly. Mr. Kaufman also indicated that they use the Self Evaluation form from University of North Dakota.

Honeywell Questions –

When wearing the foggles is it possible to glimpse outside – yes a pilot could peak using his/her peripheral vision

NTSB follow-up questions –

Did you discuss with Mr. Winner his personal Risk Assessment – Yes it was discussed during the ground school training.

Did the pilot ever mention any issues to him about flying in IMC – no he did not

Had Mr. Winner previously been to any clinics run by BPT, Inc., - he had attended 3 previously

The digest was e-mailed to Messrs. Kern and Kaufman for review on June 25, 2018. He replied on July 5, 2018, at 1106 EDT with comments clarifying his flight time that were incorporated into the narrative. The corrected digest was e-mailed to him on November 29, 2019.