

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 0730	DATE 11/07/2017
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Mr. Jon McGowan, Cert # [REDACTED]			
FAA ASI Michael Newman, IIC, [REDACTED]			
FAA ASI Brett Sartain, [REDACTED]			
SUBJECT Interview with Mr. McGowan regarding aircraft accident that occurred on 11/02/2017			
at Turners Falls Municipal Airport (OB5).			
DIGEST			
Arriving at Turners Falls Municipal Airport on 11/06/2017, we were granted access to a room in Pioneer Aviation Corp's facility. A Pilot's Bill of Rights was issued to Mr. McGowan by the IIC. Once the interview with Mr. McGowan was initiated he stated that he was the only person on the aircraft at the time the accident occurred. We asked he received any injuries. He stated that he had not. He was asked to recount what had happened. Mr. McGowan stated that he taxied out onto runway 16 at OB5 with the intent of taking-off and flying the aircraft to Orange Municipal Airport (ORE). He stated that he intended to fly at 5000 feet after takeoff in VFR flight conditions. He stated that once on the runway he checked his rudder pedals one more time with no issues. He then applied full throttle. He stated at about 200 feet and 50 knots he lost control of the aircraft while holding the controls in a tail up condition. The aircraft immediately pulled left. He stated that applied full right pedal to counteract the left forces with no impact to the direction of the aircraft. He stated that something had to have gone wrong with the aircraft. I asked if he had any input as to what he felt have went wrong with the aircraft. He stated that he used his brakes with no issues during his taxi. He then said that he checked all the flight controls before and after the accident and found no issues. He stated that there may have been a landing gear failure. I asked if he had any previous issues with flight controls or brakes. He said he has never had any previous issues. I asked him if he was in any kind of rush to get out of there, both by anyone else or self-induced. He said no and that he had plenty of time because he was late there the day before reinstalling the panels after the annual inspection. I asked if he received a weather brief. He stated that he contacted the AWOS at ORE for the closest weather information. He then stated that the weather was beautiful and not an issue during his takeoff attempt. Inspector Sartain asked him about a possible overdue AD. His response was "I don't know. That's mechanic stuff. I just get in and fly." Mr McGowan only brought his most recent pilot's logbook to the interview. Continued on back side.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
No action taken at the time of this interview.			
DATE 11/7/2017	TITLE Michael D. Newman FAA Aviation Safety Inspector [REDACTED]		

There was nothing showing that he had a tailwheel endorsement. When I asked him about the tailwheel endorsement, he responded that he was flying them before it became a requirement in 1991.

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 0930	DATE 11/15/2017
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Mr. Bruce Bohonowicz, N3512L Mechanic/IA, Cert # [REDACTED]			
FAA ASI Michael Newman, IIC, [REDACTED]			
FAA ASI Josh Cline, [REDACTED]			
SUBJECT Interview with Mr. Bohonowicz regarding aircraft accident that occurred on 11/02/2017			
at Turners Falls Municipal Airport (OB5).			
DIGEST			
Arriving at Turners Falls Municipal Airport on 11/15/2017, we were granted access to a room in Pioneer Aviation Corp's facility. A Pilot's Bill of Rights was issued to Mr. Bohonowicz by the IIC. Once the interview with Mr. Bohonowicz began I informed him that I was interviewing him about the maintenance he completed on the aircraft and his actions and observations in the response to the aircraft crash. We spoke about his response to the crash first. Mr. Bohonowicz said he was told about the accident from another pilot. When he arrived to the site Mr. McGowan (pilot of N3512L) standing outside of the aircraft and both the police and fire department were on scene. Mr. Bohonowicz stated that he crawled into the plane and observed the throttle at full power. Mr. Bohonowicz stated he moved the throttle to idle. Mr. Bohonowicz states he moved the fuel selector to off and put the mixture in idle to ensure that no fuel could flow to the engine. Mr. Bohonowicz states that he removed the ELT at that time. The aircraft records had shown the day before that the ELT was removed and it was properly placarded due to battery expiration. Mr. Bohonowicz stated that he intended on removing it that morning but Mr. McGowan was in his usual rush and just basically showed up jumped in the plane and left. I counseled Mr. Bohonowicz on the spot on the importance of not making a removal of the ELT writeup without immediately removing it from the aircraft. Mr. Bohonowicz also stated that he briefly looked at the brakes, the tires for flat spots, and verified that all wheels spun freely. When then discussed the annual he completed on November 1, 2017 on N3512L. I asked him what he used to perform the inspection. Mr. Bohonowicz stated that he used FAR 43 Appendix D and the manufacturer's inspection checklist. Continued on back.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
No action taken at the time of this interview other than the brief counseling I gave to Mr. Bohonowicz on documenting the removal of the ELT, but failing to physically remove it.			
DATE 11/16/2017	TITLE Michael D. Newman FAA Aviation Safety Inspector		

Mr. Bohonowic provided me a copy of the blank checklist to keep for my records. I asked him if there was anything wrong or out of the ordinary he found during his annual inspection. He said the aircraft was in excellent condition. He stated that the only thing it needed outside of the usual lubes and adjustments was that the left brake pads required replacement. Mr. Bohonowic replaced the brake pads and made all the necessary documentation for them as well as the rest on the annual inspection.

Since Mr. Bohonowic was an IA and Pilot, I asked if he had any professional opinions as to what may have occurred. He believed it to be loss of control during the P effect during full power. Mr. Bohonowic stated that Mr. McGowan has been wearing a leg brace for an injured leg and that it may have led to his loss of control. Mr. Bohonowic also stated that another pilot had told him the while he was flying with Mr. McGowan, his leg brace got caught on the controls and that pilot will no longer fly with him.

We concluded the interview after that. Note: I did not attempt to substantiate Mr. Bohonowic's opinions on Mr McGowan's medical condition.