



MEMORANDUM OF RECORD

Eric Alleyne
Air Safety Investigator
National Transportation Safety Board
Office of Aviation Safety - Eastern
Region

NTSB Case Number: ERA18LA094

NTSB email correspondence:

Email date: 3/3/2018

Subject: Accident investigation
inquiry

Operator: Kevin Walsh (Middle River
Aviation)

Good afternoon Mr. Walsh, as per our conversation I am going to need some items from you and also need to you to fill out the attached form. I will bullet point the items needed as it would be easier to understand.

I am going to need a copy of the rental policy that the pilot signed for the airplane rental.

- This is in the FSDO's possession

I need a copy of your rental requirements; i.e. is there a minimum time requirement.

- See attached
Copies of the pilot's rental check ride.

The pilot did his Private Pilot training with us. He started flying in February of 2017 and had accumulated 81.1 hours with us. He gained his private pilot certificate in September 2017 and as such needed no further check out to rent aircraft.

Copies of the work orders for the last maintenance performed on the airplane.

- See attached copies of annual inspection

A statement from the last people to see the pilot and there contact information.

The last person to have contact with Marcson Was Mary Beth Drake. She works for Maryland Aviation Administration and was the person who handed Marcson the key to the aircraft. She told me she is not permitted by MAA to give a statement to anyone but the NTSB directly. She works for the FBO and their phone number is [REDACTED]. It is our policy to give the aircraft keys to the FBO to hold for the renter for flights that originate after our office is closed. They check ID prior to giving keys which helps secure our aircraft. Brandon Dill, one of our instructors did see Marcson taxiing the aircraft to the runway but did not have contact with him. His phone number is [REDACTED]. The last person to talk to him from our company was Ruth Ann Tregasar who took his call for the flight reservation and dispatched the airplane, leaving the keys with the FBO. Her number is [REDACTED].

A statement in regards to the history of the flight that you are aware of.

- To the best of my knowledge and after confiring with the KMTN tower controller and FAA Potomac tracon we know that Marcson took off from KMTN at approximately 5:55 pm local time. He had a direct flight to KOXB and had flight following the entire way. He cancelled his flight plan just prior to landing, as KOXB is a non-towered airport. His last contact with ATC was reported at 6:38 PM local time. An eyewitness at the airport reported that he was doing touch and goes and then departed the area. The aircraft was not rented for an overnight trip and he was expected to return that night. The next next morning, our office manager arrived at 8:00 am. When she went to log the aircraft back in the keys were not in the drop box like they should have been. By 8:30 she had driven around the airport and realized the plane was not on the airfield. She called me to report. I arrived at 9:00AM and asked her to call KOXB to see if the plane was on the ramp. They told her it was not. I then instructed her to call ATC to see if they had a possible location. They told her it was last seen the Night before at 6:38. I asked her to call the surrounding airports and the coast guard which she did. The aircraft could not be located and the coast guard did not have any reports. We called ATC back to see if there was a report of an ELT going off last night. There was not. Now it is about 9:30 AM and family members of the passenger arrive in the office looking for Banica. At this point I dispatch my chief instructor and another instructor to take our GA7 light twin and head to KOBX and see what they can see with an emphases on flying over the ocean to see if they can find any wreckage. The prevailing runway being used the night before at KOXB was RW 14 which departs over the ocean. About 10:30 they send a text back reporting an oil slick 2 miles off the end of the runway and record GPS coordinates. About 15 minutes later CAP calls to say they are going to initiate a search. At that point I send them the pictures, report from my pilots and the coordinates. Our pilots return about 11:00am and about 10 minutes later CAP reports to us that Coast Guard is on the oil slick and MSP is heading to my office to talk to the family.

The last fueling receipt for the airplane and the airplanes last flight before the accident.

See attached fuel receipt

The last flight prior to Marcson's flight was that morning, February 28. It was an instructional flight with a pre-solo student. The instructor was Bill Roelker. His phone number is [REDACTED] - [REDACTED]