



NTSB RECORD OF CONVERSATION

Lynn Spencer
Air Safety Investigator
Eastern Region

Date: 12/15/2018; 9:00 am
Person Interviewed: Jerry Knouff (DPE)
NTSB Accident Number: ERA19FA066

The following is a summary of a conversation that occurred with the above-named individual:

- On December 12, Mr. Knouff was at the airport and witnessed Mr. Villada repeatedly taxiing down Rwy 24 and 6 at speeds about 40-50 mph.
- He stated that several flight instructions attempted to wave Mr. Villada down and ultimately got in a golf cart with Mr. Knouff to go talk to him.
- When Mr. Knouff advised Mr. Villada that his actions were unsafe and that it was not appropriate to be going against the traffic on Rwy 6, Mr. Villada responded that he knew the rules.
- Mr. Knouff advised Mr. Villada that he was being reckless.
- Mr. Villada responded that he was doing some tests, and added, "the only thing I'll give you is that I'm taxiing too fast."
- Mr. Knouff indicated that Mr. Villada seemed to resent the discussion.
- After this event, Mr. Knouff called the FAA at the Richmond FSDO and spoke to Inspector Maury Dacey. He explained what had occurred and recalled telling him, "There's gonna be a problem."



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Date: 12/15/2018
Person Interviewed: Bob O’Nell (hangar neighbor)
NTSB Accident Number: ERA19FA066

The following is a summary of a conversation that occurred with the above-named individual:

- Mr. O’Nell used the hangar opposite Mr. Villada, and arrived at the Shannon Airport after the accident on December 14.
- He stated that Mr. Villada was working on fabricating a windscreen for his airplane with Lexan panels and zip ties.
- He stated that this was the second version of the windscreen that Mr. Villada was attempting to make, and Mr. Villada had told him that the wind was still coming up around him and was not yet fully effective at deflecting the airflow.
- Mr. O’Nell said that the windscreen was mostly in front of the pilot seats, and only a bit to the sides. He stated that it was not something that Mr. Villada had to step around in order to get into the cockpit.
- Mr. O’Nell stated that Mr. Villada never indicated any problems with pieces coming loose.
- Mr. Villada had commented to Mr. O’Nell that he also wanted to tap in his GPS to the power supply but that he was getting only 6 volts and believed he should be getting 12.
- Mr. Villada had told Mr. O’Nell that he was still flying conservatively, still feeling out the airplane, which Mr. O’Nell believed he had purchased about 3 months earlier.
- Mr. O’Nell added that he did have a ballistic recovery system and that he had seen it installed behind the pilot seat, and that he recalled the red handle over Mr. Villada’s left shoulder.