

STATE OF CONNECTICUT
DEPARTMENT OF EMERGENCY SERVICES AND PUBLIC PROTECTION
DIVISION OF STATE POLICE

Case Number

Date

Time Started

Time Ended

1900175199

4/11/19

2217

2242

WITNESS STATEMENT OF ROBERT LEGGIERO

I, ROBERT LEGGIERO

of

town /city of

date of birth

62

NY

make the following statement, without fear, threat, or promise. I have been advised that any statement(s) made herein which I do not believe to be true, and which statement is intended to mislead a public servant in the performance of his/her official function, is a crime under C.G.S. section 53a-157.

ON 4/11/19 I WAS AT MERIDEN MARKHAM AIRPORT DOING SOME PATTERN WORK TO SEE HOW THE PLANE WAS WORKING AFTER SOME ROUTINE MAINTENANCE. THE AIRPLANE^A HAWK III PA-28R-201. I HAD A PASSENGER WITH ME, HIS NAME IS ALEXANDER FONAROW. THERE WAS ONE WING FULL OF GAS AND THE OTHER WING WAS "ABOVE THE TAB", SO WE HAD PLENTY OF FUEL. WE TOOK OFF, MADE A LEFT TURN INTO THE CROSSWIND, TURNED LEFT AGAIN PARALLEL TO THE RUNWAY AND THEN MADE OUR BASE TURN. AS WE MADE OUR BASE TURN AND BEGAN OUR DESCENDENT, WE LOST POWER AND THE ENGINE DIED. I LOOKED FOR A BALL FIELD AND AS I WAS DESCENDING A WIRE HIT THE FRONT WINDSHIELD. THIS CAUSED THE PLANE TO GET ROTATED STRAIGHT UP AND THEN THE PLANE FELL STRAIGHT DOWN ON THE TAIL. ALEXANDER WAS ABLE TO CRAWL OUT AND LAID ON THE GROUND WAITING FOR EMS. I MADE MY WAY OUT TO THE WING

By affixing my signature to this statement, I acknowledge that I have read it and/or have had it read to me and it is true to the best of my knowledge and belief.

Witness:

Signature



NTSB RECORD OF CONVERSATION

Lynn Spencer
Air Safety Investigator
Eastern Region

Date: 4/17/2019; 1530 EDT
Person Interviewed: Robert Leggiero (Pilot)
NTSB Accident Number: ERA19LA149

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

- The private pilot and his passenger intended to fly in the airport traffic pattern after some maintenance work at Meriden Markham Municipal Airport (MMK), where the airplane had been since April 7 for maintenance. No flight plan was filed, and he checked ASOS at the airport for weather. They planned to fly the pattern once or twice, do a full stop, top off with fuel, and then head home to KHPN
- The airplane had last been fueled on April 7 by another pilot who then flew to KHPN, picked up the above named individual prior to flying to MMK where the plane was left for maintenance.
- The alternator belt had been tightened and an alternator support bracket was added.
- He performed normal preflight checks and the magnetos checked were fine.
- They departed runway 18 and turned crosswind at 500 agl. At 1000 ft agl they leveled off, reduced manifold pressure to 21, and turned downwind.
- Abeam the numbers, he lowered the gear and put in the first notch of flaps.
- He reported that he extended the downwind leg to allow time for Warrior that was in the pattern.
- He reduced the manifold pressure from 21 to 15, put in a second notch of flaps, and turned base.
- He reached an altitude of 500 ft agl on his base leg and increased the manifold pressure to 21 to maintain altitude until final but noted no increase in power.
- He noted that engine RPM was 2000 RPM and dropping.
- He put controls in the hot start configuration, but nothing happened, and the propeller was windmilling.
- He heard no unusual sounds or feel.



NTSB RECORD OF CONVERSATION

- He turned to the runway, but they were losing altitude and he did not think they would get over trees, so he turned right and aimed for the ballfield.
- He was about to put in a full slip when he hit the power lines, and the airplane dropped tail first to the ground.