



NTSB RECORD OF STATEMENTS

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The following statements were provided by FAA inspector, Michael Bevan
NTSB Accident Number: ERA19LA187

The following are statements given to FAA Inspector, Michael Bevan:

Ashlee Kline 06/07/2019

Eyewitness, Equipment operator at the construction site

She was sitting between the runway and the vehicle impacted about 10 feet away. First saw the aircraft when it hit the roller and lost parts. Left wing hit stockpile of dirt, bounced and went over the edge. Appeared to non-pilot witness to be hit by wind.

Paul Taylor 06/07/2019

Eyewitness, Equipment operator at the construction site.

He saw the aircraft take off in a steep climb, making small corrections in bank getting bigger as they went. They then hit the roller. Hit the burm nose first then the left wing.

Terry Jerome Preszler 06/07/2019

Pilot in Command

He had completed 2 flights on 6/6/2019 giving him 3 of the 5 hours his insurance required. He was taking off on 30 @ 1555 EDT. Runup normal. Took off full power. Initial problem was a small swerve to the left, which he corrected to the right but the aircraft wouldn't stop turning. He said that the pedal moved but had no apparent effect.



NTSB RECORD OF STATEMENTS

In his training it was heavily emphasized that he should respond to any directional control problem with a taildragger by getting the aircraft into the air if possible. He pulled it up, it was veering to the right and wouldn't climb, hit the roller then the hill.

He didn't kill the engine.

He said there was less than a 5 knot tailwind.

After movement stopped he undid his seat belt and then helped the instructor to exit the aircraft, secured the master switch and fuel controls.

Prior to this attempt to take off, he and his instructor had flown and then parked the aircraft for fuel. Leaving the aircraft they used some chocks they found nearby. When they restarted they put the chocks behind the seats. During run-up they found that they had no aileron movement in one direction. They shut down and found that one of the chocks was blocking control movement. They put both chocks in the net bag behind the seat for cargo and had free control movement afterwards.



Scott Swain 06/07/2019

Tower Local Controller

He cleared the aircraft for left closed then looked away for an ILS inbound on the crossing runway. He couldn't see the accident aircraft afterwards. [note: a/c was on far side of dirt pile and would be difficult to see] He assumed that the aircraft was hidden against the foilage, a regular problem with small aircraft on that runway.

A student solo flight called to report the aircraft upside down behind dirt mound. The controller had the ILS go around and was then able to see it.

They declared an alert 3, shut the field down, and reopened runway 23 once they found it didn't impact investigation and then reopened runway 30 in the evening.



NTSB RECORD OF STATEMENTS

Charles Smith 06/10/2019

CFI onboard

After flights in the AM they refueled. Fuel checked clean. When they did their control check aileron would not move to left. They put both chocks behind the seat into the bag.

The run-up was OK and the takeoff was fine up to the point where the tail was coming up. The aircraft swerved left and then right. The CFI took the controls. backing up the student on holding the throttle full forward.

The aircraft felt to him like the engine wasn't making enough power, and the aircraft was at close to minimum controllable airspeed, on the edge of a stall. He was trying to maneuver to make a touchdown on the grass beside the runway, but was slow enough that he didn't have enough control authority to turn to avoid the roller and the hill.