



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: February 27, 2020
Person Contacted: Daniel Armstrong
NTSB Accident Number: ERA19LA197

Narrative:

Aviation Insurance Adjuster Daniel Armstrong contacted NTSB by phone on June 20, 2019, at 1430 EDT. The phone number was not recorded.

He advised that he examined the wreckage and noted it was heading 338° magnetic, and was resting on its left side. The heading indicator was reading 270°, and the yoke had a mount for an iPad. The right wing remained attached by a cable, and the left wing was about 150 ft away in the woods. He did not see any bird remains, and reported the ELT activated and was still on. Both control yokes were cut.

The shoulder harness was still connected to the lapbelt. The throttle, mixture, and propeller controls were full forward. The fuel selector was positioned to the right tank, and the elevator trim indicator was between neutral and nose-down.

Examination of the accident site revealed the 1st observed tree contact was about 60 ft above ground level. He estimated that the airplane came to rest about 50 yards from the 1st observed tree contact. The descent angle between the 1st tree impact and the wreckage was about 50°.

The digest was reviewed with him during the call and he agreed with the content.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: August 7, 2019
Person Contacted: Dennis E. Shaw
NTSB Accident Number: ERA19LA197

Narrative:

Mr. Dennis E. Shaw was contacted by phone on June 20, 2019 at 1535 EDT. He was called at [REDACTED] and at the beginning of the interview was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation. He indicated that he wanted to speak with AOPA legal before the interview. He was advised before the brief phone call ended to prepare a 7-day timeline that documented his wake time, bed time, and activities during the day.

The pilot contacted NTSB of June 25, 2019, at 0849 EDT. He called from [REDACTED] He provided an e-mail address of [REDACTED]

At the beginning of the interview he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He provided an address of [REDACTED] Shortsville, NY [REDACTED] He is a private pilot and has about 1,250 hours total time, and about 193.9 hours in make and model. He has owned the airplane for about 2.5 years.¹ Since owning the airplane he has not done anything more than annual inspections, and has not had any major issue with the airplane.

¹ FAA records indicated the Bill of Sale was dated April 5, 2017, and the Registration Application was dated April 8, 2017.

He was asked at the on-set of the call if he was medicated and he said no. He was also asked if he was clear headed and he said yes. He was also asked if he had prepared the 7-day History I had asked him about when talking briefly by phone on June 20, 2019, and he replied he had.

On the morning of the accident his airplane was equipped with 5 seats, three in the back behind the pilot and co-pilot seats. The American Bulldog straddled the rear facing seats (behind the pilot and co-pilot seats), while the two longer dogs used the floorspace in the back of the airplane. It was equipped with its original analog exhaust gas temperature (EGT) indicator. His airplane was ADS-B equipped. His airplane was IFR certified and equipped. The altimeter and pitot-static check were due the end of June 2019.

He was asked if he was fatigued that morning and advised that he was not. He indicated that he normally wakes up on his own, and that day he woke up at 0300. He is retired, and he wakes up generally between 0300 and 0530.

He was asked to explain the purpose of the flight and what occurred.

He advised that he and his wife have a summer home in Maryland. He was planning to return to New York on June 14th but decided not to go that day and saw a good window for a departure on June 15th, between 0400 and 0500, for a flight to Williamson, New York. In preparation for his flight to New York he checked the weather using ForeFlight, and obtained Terminal Area Forecasts (TAF). On June 14th, he loaded the airplane, added 1/2 quart of oil, and took cover off the airplane.

With respect to the intended flight on June 15, 2019, from Crisfield-Somerset County Airport (W41) to Williamson-Sodus Airport (SDC), Williamson/Sodus, New York, he filed an instrument flight rules (IFR) flight with a 0430 departure.

On the morning of June 15th, he awoke at 0300, and again checked the weather for points along the way using ForeFlight. He also obtained a preflight weather briefing, and during that briefing was advised that the runway 32 precision approach path indicator (PAPI) lights were out, which he noticed earlier in the week. After he obtained the weather briefing he ate briefly, and left for W41 about 0330. He began his preflight inspection of the airplane using a white light, adding that the preflight was done by 0400. He started the engine between 0400 and 0405, and because he had not done any night flight in the previous 4 months, decided to perform one nighttime full-stop landing. On board, he had the following animals who routinely fly with him: Maggie who was a great Dane mix wing about 70 pounds; Bella who was an American bulldog weighing approximately 65 pounds; and Brie who was a Neapolitan mastiff weighing approximately 105 pounds. They were loose in the back 4 seat area, and were not a distraction during the flight.

He departed from runway 32 about 0410² with a headlamp with a red lamp, the landing light on, and the first notch of flaps. He noted there was a clear sky and, “not much wind at all”, adding that there was a slight westerly wind. He turned onto the crosswind and noted it was a beautiful night with no “bumps.” He then turned onto the downwind of the airport traffic pattern where while flying about 3/4 mile abeam the runway between 85 and 90 knots and 1,000 ft mean sea

² Based on data from ForeFlight

level (msl), he activated the runway lights. He added there was no ground fog, and when on the downwind leg abeam the numbers he throttled back descending between 100 and 150 feet-per-minute. When the approach end of the runway was 45° behind the airplane he recalled turning onto the base leg of the airport traffic pattern. When the flight was on the base leg flying between 550 and 600 ft above ground level he had the airport in sight. He recalled (last thing) calling turning onto final approach of the airport traffic pattern for runway 32, and remembered initiating the turn and starting to line up. He “last recalled” being 1 mile from the runway 32 threshold, and he had 1 flash of memory that sometime between his final call and waking up in the crashed airplane, seeing red lights, and “major limbs in the cabin.” He did not recall lowering the flaps to the 2nd notch, and if he had it would have been done just before turning onto the base leg of the airport traffic pattern. He came to at about 0615, exited the wreckage and walked to his house located about 1/2 mile away. He arrived home between 0630 and 0640, and texted his wife using an old iPad about 0635. His dog Brie ran home and was fine.

He was asked to describe if the flight encountered turbulence –

He indicated that the flight did not encounter turbulence at any point of the flight until he no longer has any recollection which was the point where he was turning onto final approach. He added that the sky was clear, and there was no wind to speak of.

He was asked to describe his injuries –

He indicated that he had a CT scan done. He sustained scrapes to his head, and sutures on his shin. He was kept for observation and released the same day at 1500.

Did his airplane have a carbon monoxide detector installed –

His airplane had a carbon monoxide detector installed in front of him. It was a disk that turned color.

Describe if he was wearing a restraint –

He was wearing the lapbelt and shoulder harness. The shoulder harness is the type that goes across his left shoulder down to his right hip. The shoulder harness remained attached.

Describe any medication he was taking –

He takes prescribed 20 mg. Lisinopril daily and after the accident took Motrin for 3-4 days.

Describe the fuel load –

The airplane was full; the full usable fuel load was 82 gallons. The fuel selector was likely “99.9%” on the left main. He had the auxiliary fuel pump on for takeoff.

Advise of the affect if any of the runway 32 PAPI out of service –

He advised that he recalled needing to check altitude closely due to no PAPI lights. He took off runway 32, and made left traffic. He doesn’t recall seeing the PAPI lights nor the runway end identifier lights (REIL’s). He did recall turning onto final, and was almost lined up with the extended runway centerline.

He added that up to the point of his last memory, he doesn't recall any abnormal noise or birds. He did not recall any negative or problematic thing about the airplane during the flight.

He was asked to describe the run-up –

He indicated at the on-set of his response that everything was OK. All parameters were within limits. He checked the directional gyro (DG) to the compass. He performed a check of the magnetos at 2,000 rpm, and noted each rpm drop was about 125, with a difference between the two no more than 50 rpm. He cycled the propeller control three times, and applied carburetor heat noting the rpm drop. He indicated that the engine started OK, and while taxiing reduced power to 1,000 rpm. While taxiing he checked the turn coordinator moved in correlation to the direction turning.

He indicated there was no automated terminal information service (ATIS) at W41, and it usually takes climbing to 1,000 ft to get ATIS from Wallops Flight Facility (WAL), located about 18 nautical miles east-southeast of W41.

He indicated that the elevation of W41 is 12 to 15 ft mean sea level³, and he set his altimeter to 15 ft.

Have you experienced any problems with the altimeter or complaints from FAA air traffic control (ATC) about flying a different altitude than assigned –

On the flight to W41 he flew VFR and did not talk with FAA ATC. He was not sure if his airplane had an alternate static source.

Did you experience any fuel issues at W41 –

He has fueled there numerous times and have not had any issues related to contamination. In anticipation of his flight he checked the wing tank sumps and did not detect any water. His airplane also had a "canister" on the belly beneath the co-pilot's seat. He also checked it and no water was detected. He used a sump drain that has a screen which prevents debris from going into the jar.

When was your last night flight –
December 5, 2018

When was your last Flight Review –
June 4, 2019, in that airplane

Describe the cockpit lighting –

He does not use the airplane's overhead lights. He used a headlamp, and had the instrument panel lights on. He could see the altimeter clearly, and the compass is not illuminated.

Do you drink alcoholic beverages –

He drinks alcoholic beverages very occasionally, about 3 to 4 drinks a year.

³ According to AirNav, the elevation of W41 is reported to be 4.1 ft.

Did you feel well rested for the flight –

He did feel well rested. He naps 2 to 3 times a day every day of the week.

Did his airplane have a heater –

Any heat for the cockpit comes from the airplane's exhaust. He did not recall having it on for the flight. He only recalled having on the cabin vents.

Where are the maintenance records –

They are at his home. His airplane was equipped with a Lycoming engine.

When did he last purchase fuel –

He purchased fuel at W41 on June 14th, when he self fueled it.

How much have you flown the airplane since owning it –

He estimated flying the airplane about 193.9 hours. He did add that it was not flown or operated for some time prior to purchase, and as a result the jets were "gummed" which was corrected at the 1st annual inspection.

His action items were:

1. Provide his ForeFlight track (provided the same day)
2. Forward the e-mail with the maintenance entries (provided the same day)
3. Provide a picture of the position of his dogs on previous flights (provided the same day)
4. Complete the NTSB Report (received December 5, 2019)
5. Provide NOTAMS (provided the same day)
6. Provide Pitot/Static Check Entry (provided the same day)
7. Provide his 7-day History (provided the same day)

The digest was e-mailed to him for review on February 24, 2020. He replied on February 27, 2020, at 0700 EST with comments that were incorporated into the narrative. The corrected digest was e-mailed to him on February 27, 2020.



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Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: February 27, 2020
Person Contacted: Dave Garey
NTSB Accident Number: ERA19LA197

Narrative:

FAA inspector Dave Garey contacted NTSB on June 21, 2019, at 0944 EDT. The phone number was not recorded.

He advised that he examined the wreckage the same day and reported the fuselage was resting on its left side in a ditch with the left wing separated and in close proximity among trees, while the right wing remained attached by control cables. The ditch was adjacent to trees at the southern end of an open field, with the accident site located about 1,830 ft southeast of the runway 32 threshold.

The accident site was located at 038° 0'47.53" north latitude and 075° 49'6.79" west longitude.

The location of the wreckage precluded a thorough examination.

The digest was reviewed with him during the call and he agreed with the content.