



RECORD OF CONVERSATION

Aaron McCarter
Air Safety Investigator
Eastern Region Aviation

Date: August 16, 2019 (Hospital)
Person Conducting Interview: Nina McBride (FAA)¹
Person Contacted: Scott Nee (Pilot)
Additional: Pilot requested his father Christopher Nee attend the interview.
NTSB Accident Number: ERA19LA246

The interview was recorded with permission. It was between the FAA Inspector and the pilot. The recorded interview was provided to NTSB IIC who documented the conversation below.

Narrative:

The pilot stated that he flew the previous day (August 12, 2019) but due to poor weather conditions, he was unable to fly back to Brewton to complete his pipeline patrol paperwork.

On the following day (accident day) he flew from Pensacola, Florida to Brewton to do paperwork and type in his pipeline patrol GPS points from the previous day. He got fuel at the Innisfree FBO in Pensacola; he topped it to full tanks. He did not get fuel at Brewton before his flight back to PNS.

He was unsure what time he departed Brewton in the morning for Pensacola but hesitantly stated it was about noon. When asked how long he was flying by the time he took off and when he was trying to land, he stated "Not long; again, it's so fuzzy, I kind of got rattled."

He remembers taking off from runway two-four. He does not recall any other specific details after takeoff through lining up for landing. He described how he "would have" gone back to Pensacola. He has flown this route many times. He normally fly's southwest to avoid the Whiting airspace. He does not know why he was in a landing attitude.

He stated he remembers "going down" in a landing attitude trying to keep the airplane coordinated to avoid damage.

He enjoys working pipeline patrol. When asked how long his days are, he responded between eight and twelve flying hours.

¹ NTSB IIC requested interview.

When asked about the culture of the organization, he responded that “they” (Operator) never pressure to do anything unsafe or hazardous. They are very aware of fuel minimums like having and extra half hour of fuel on board. “I’ve never felt unsafe.”

When asked about maintenance items or squawks, he responded that items get written on a board. He has not had to squawk much, but usually just checks the board; “I haven’t squawked anything major.” He squawked oil pressure because it was running a little high.

He described his rest the evening before. He landed in Pensacola at 8:00 or 9 O’clock (pm), went to bed around 11 pm and didn’t wake up until 9 or 10 am because all he had to do was to fly to Brewton for administrative work; there was nothing else scheduled that day.

He was doing 5 days a week of flying. Pipeline is alternating weeks. One week is short the other week is long.

Discussed his logbooks and the FAA requested that he fill them out completely because there was some confusion about his logbook organization.

Pilot stated he does not fly directly to Pensacola because of the Whiting airspace. He thinks his last altitude was at 1,500 ft. Normally, while doing pipeline patrol he flies at 1,000 ft.

Pilot has no recollection of hitting the powerline. “I just remember going down” and needing to configure the airplane for landing.

When asked about the distance between the airports, he stated the flight between Brewton to Pensacola takes about 20 minutes.

The FAA stated, the area wasn’t congested; you (pilot) could have been as low as 500 feet without being in violation. If you were sightseeing or you might have been sightseeing, it would be great to disclose that. If there was an engine problem and were you losing altitude; “do you have any recollection? The pilot replied he wasn’t extra low or ridiculously low and he wasn’t doing sightseeing, “I wasn’t very low level.” The father interjected with a personal opinion about what may have happened.

The pilot stated, “I’m sorry I’m not more help.”

The FAA stated the NTSB is thorough and will do an engine teardown and figure it out. The pilot stated, “I don’t remember anything until waking up in this bed and the surgery was done.” The pilot stated he wore a shoulder harness. The pilot discussed his career and stated he is not going to let this change his career path and he’ll be more cautious.

Asked if he or his father had any questions, his father offered an opinion about his son’s airmanship and compliance. They discussed the powerline damage to the propeller, if the engine was under power and talked about his sons correct choice of the emergency landing site and if the powerlines should have been marked.

[END]