



RECORD OF CONVERSATION

Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: January 31, 2020
Person Contacted: Mark Sorenson, Senoia, GA
NTSB Accident Number: ERA20FA086

Narrative:

Mr. Sorenson was interviewed via telephone. Mr. Sorenson stated that he purchased the airplane from a Canadian citizen about 1 week prior to the accident. The airplane was deregistered in Canada on January 20, 2020. At the time of the accident, Mr. Sorenson had applied for an FAA registration, but there was a delay due to more required paperwork and the airplane was unregistered at the time of the accident; however, there was an active insurance policy in force for the airplane.

Mr. Sorenson added that the accident pilot, Mr. Nowosielski, was a good friend and fellow airline pilot. Mr. Nowosielski accompanied Mr. Sorenson to receive the airplane. The previous owner briefed them about the airplane, but there was a language barrier as he was French Canadian and spoke broken English. Mr. Sorenson only had about 15 minutes of experience in the airplane and Mr. Nowosielski had about 55 hours of experience in make and model. Mr. Nowosielski flew one flight in the airplane with the previous owner when Mr. Sorenson took delivery of it.

Mr. Sorenson further stated that the canopy latch was not intuitive, and Mr. Nowosielski had to show him how to operate it. A knob has to be rotated approximately 180° clockwise to secure the latch, and then rotated 180° counterclockwise to release the latch. Additionally, the make and model airplane was known to have canopy latch issues. Mr. Sorenson added that the airspeed indicator was indicating about 20 mph too fast.

Mr. Nowosielski was allowed to fly to the airplane whenever he wanted. On the day of the accident, Mr. Sorenson was away working when Mr. Nowosielski took Mr. Sorenson's son on a local pleasure flight. About 15 minutes after takeoff, Mr. Nowosielski performed a barrel roll and the vertical stabilizer and canopy separated soon after that.



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Date: April 9, 2020
Person Contacted: Craig Gifford, Minneapolis, MN
NTSB Accident Number: ERA20FA086

Narrative:

Mr. Gifford was interviewed via telephone. Mr. Gifford stated that on the day of the accident, he was flying his airplane and was with the accident pilot and accident airplane at 42J. The accident pilot completely fueled the fuel header tank of the accident airplane about 1345 and departed about 1400 for 64GA.



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Date: May 4, 2020
Person Contacted: Jim Hamilton, Senoia, GA
NTSB Accident Number: ERA20FA086

Narrative:

Mr. Hamilton was interviewed via telephone. He stated that he was outside his camper on the airport and observed the accident airplane make a low approach. He then observed the accident airplane on what appeared to be a base leg for the runway and assumed it was going to land. Mr. Hamilton subsequently went inside his camper and did not see the accident, but heard full engine power, then idle power, then full engine power, followed by the sound of impact over a period of less than 10 seconds.

Mr. Hamilton added that the engine power changes seemed deliberate, as if the pilot was trying to control something, rather than a “hiccup” or fuel issue.



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Date: August 20, 2020
Person Contacted: Roger Hartley, Bridgeport, WV
NTSB Accident Number: ERA20FA086

Narrative:

Mr. Hartley was provided a copy of a 2005 logbook entry and interviewed via telephone. He stated that Dr. Ness owned the airplane at the time and has since passed away. Mr. Hartley has since retired. Dr. Ness stored the Mustang II in a hangar with a Stinson 108, and the Mustang II received right horizontal stabilizer skin damage due to contact with the Stinson. Mr. Hartley removed the vertical stabilizer so that he could remove the horizontal stabilizer and send it out for skin repair. After the repair he reinstalled the horizontal and vertical stabilizer and there were no other issues. I asked about a missing forward attach bolt and Mr. Hartley did not recall anything unusual. He stated that he and his assistant at the time were very thorough and Dr. Ness was also very thorough. Mr. Hartley added that it would be easy to inspect the bolt subsequently by removing the fairing.



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Date: September 8, 2020
Person Contacted: Eric Provost, Cocoa, FL
NTSB Accident Number: ERA20FA086

Narrative:

Mr. Provost was interviewed via telephone. He assisted the previous owner (Mr. Viellette) with language translation to sell the accident airplane to the current owner. He also witnessed Mr. Viellette reassemble the airplane. He stated that the empennage and vertical stabilizer were already attached on the trailer. The vertical stabilizer was short enough that it did not have to be removed for ground transportation. He stated that Mr. Viellette basically just reattached the wings. Mr. Provost does not have a photo of the airplane on the trailer. He also did not help with translation when Mr. Viellette purchase the airplane in NC in 2018.



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Date: September 8, 2020
Person Contacted: Isaac Singletary, Goldsboro, NC
NTSB Accident Number: ERA20FA086

Narrative:

Mr. Singletary was interviewed via telephone. I asked him why the airplane sat for approximately 7 years before Mr. Viellette purchased it. Mr. Singletary stated that he moved and could not find a hangar for reasonable rent. He also had a new child, which took up a lot of his time. He stated that the airplane needed extensive maintenance work, so he sold it as parts/scrap at a cheaper price instead of as an operating airplane. Specifically, there was an airworthiness directive for the propeller and none of the engine cylinders made compression. Mr. Singletary added that he did not have any problems with the airplane or vertical stabilizer. When Mr. Viellette trailered it, the empennage remained on and only the wings were removed. I asked about the red line indication on the airspeed indicator being near 87 mph rather than the Vne of 230 mph. Mr. Singletary stated that it was like that when he purchased it. He had to be very careful not to land below 90 mph as the airplane tended to “drop a wing” at 85 mph.