



MEMORANDUM FOR RECORD

Heidi Kemner
Air Safety Investigator
Eastern Region Aviation

March 6, 2021

Subject: ERA21FA148
Who: Corrie Stiller - Witness

In a telephone conversation, Ms. Stiller stated the following:

- She works for the farm. Came back from coffee. Parked in front of the barn. In between barn and curve of drive.
- I heard the engine and what sounded like him taking off.
- I was about to start work at 3.
- Stepped out of car
- Turned around and saw the airplane coming down.
- I knew he wasn't going to clear the trees.
- I did hear the engine.
- When he came down, he was tilted slightly left and down into the trees.
- I saw him above the barn and go down into the trees.
- It was so windy I couldn't fully tell the engine sound, but it sounded like the traditional engine noises.
- It was windy, it would have been a tailwind for him.
- If I looked up away from the barn, it was blowing in my face. It would have been a tailwind.
- It's always windier there since they're right by the mountain.
- I did pass him when I was coming down the drive, he was sitting on the airstrip with the engine running, he was on the airstrip in front of the hangar, and the plane was turned up toward Mike's property.
- I didn't see the initial takeoff.
- I wasn't sure what was going on, because last week he was revving up the engine and have it sit it at idle.
- I didn't see any smoke or fire. The airplane was intact when I saw it.



MEMORANDUM FOR RECORD

Heidi Kemner
Air Safety Investigator
Eastern Region Aviation

March 7, 2021

Subject: ERA21FA148
Who: Mike Krens – Pilot's Son

In a conversation, Mr. Krens stated the following:

- He saw his father on the morning of the accident.
- Talked to him as he was feeding the horses and did not note any medical issues with his father.
- There were no complaints
- He bought the airplane within the last year.
- He bought it around November 6, 2020.
- He always took off runway 19 because of the slope of the runway.
- He did not know where his pilot's logbook was or the maintenance records.



MEMORANDUM FOR RECORD

Heidi Kemner
Air Safety Investigator
Eastern Region Aviation

March 7, 2021

Subject: ERA21FA148
Who: Rick Krens – Pilot's Son

In a conversation, Mr. Krens stated the following:

- Mr. Krens was supposed to meet the pilot at SHD to pick him up when the airplane was dropped off to install ADS-B.
- There were other new instruments inside the airplane that the pilot wanted the avionics shop to look at and see if they could be installed in the panel of the accident airplane.
- He did not know where the maintenance records of the airplane were. He said he would look around for them.
- He flew the accident airplane with the pilot when they bought it in Delaware. He flew it to the airstrip from Delaware. He flew in the right seat on that flight. The airplane flew great. No issues. It was a nice cool day so with that engine and the two of them the airplane flew great.
- He bought it end of October 2020 or beginning of November 2020.
- The most recent annual occurred when before they purchased the airplane. The pilot chose to an annual inspection on the airplane rather than a prebuy inspection.
- When the pilot flew out of his private airstrip, he would check the weather from Leesburg Airport (JYO) and Martinsburg Airport (MRB). Leesburg was closer but Martinsburg was more accurate for the conditions at the private airstrip.
- Rick mentioned that the winds could be “squirrely” on the airfield.
- The pilot would obtain fuel from Front Royal Airport (FRR) or Winchester (OKV) usually.
- He would use Foreflight on his iPad for weather, too.
- When he flew with his father, they would discuss what to do when there was an engine failure on takeoff. They would be sure to push the nose forward and go into the trees rather than pull back and stall.

- We also had a “go/no go” point on the runway which was about the wind sock on the runway.
- If the wind was too high, the pilot would divert to Leesburg Airport (JYO) or Winchester Airport (OKV).
- The pilot still has a Navion and a Twin Bonanza at the airport.
- The pilot had multiple spare wings at the airport (totaling 10-14 wings) that he was planning to resell for parts.
- The airplane came with a different wing tip when it was sold. The wing tip was blue and gold.
- The pilot always wore his shoulder harness when he flew with him, it was common practice.
- The short field takeoff in the pilot operating handbook mentioned to takeoff with 2 notches of flaps, but then the airplane did not speed up enough. So, the pilot used 1 notch of flaps and were able to take off with that.