



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: September 10, 2021
Person Contacted: Cliff Cayer
NTSB Accident Number: ERA21FA346

Narrative:

Mr. Cliff Cayer was interviewed at hangar 6 at Robertson Field Airport (4B8), Plainville, Connecticut on September 3, 2021, at 1207 EDT. Also present were Federal Aviation Administration inspector Kevin Godbout, and Andrew Hall from Textron Aviation. He provided a cell phone number of [REDACTED] and 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 indicated that he is not a pilot or mechanic. He did not previously know the accident pilot. His location was determined to be 41.689514° north and -72.865889° west. He was at the hangar door which was open about 5 ft facing east. He noted the accident airplane (jet) taxi past his position, and he went out onto the ramp for a better view. He noted the airplane travel to the end of the taxiway and turn left onto the runway and lined up. He reported there was no engine run-up, and observed the airplane begin the takeoff roll. When the flight was opposite his position the wheels were still on the ground, which for that airplane during takeoff to the north, the airplane is usually or typically airborne before the hangar. The airplane continued about 100 to 200 ft and he then noted a puff of blue smoke from behind the airplane. The airplane continued on the ground and he walked out onto the ramp farther. When near the end of the runway, he noted the nose pitch up, bank right, and saw the right wing in flames, He yelled back for people that there was a fire, and then the airplane disappeared from his view. A few seconds later he heard an impact, and then 2 seconds later he heard a much louder impact and saw a cloud of smoke.

He indicated that he subsequently went onto the internet and looked at exemplar pictures of the airplane and noted the thrust reversers were not deployed while on the ground. He indicated that from his vantage point he had a clear view and could have seen them if they were deployed while on the ground. He also reported seeing a puff of blue smoke as the airplane lifted off.

He was asked the following questions by NTSB:

Did he hear any unusual sounds?

No from his perspective he did not hear any braking sound. He had seen this airplane many times and during the takeoff did not hear anything unusual.

He was asked the following questions by FAA:

Did he hear anything unusual while the airplane was taxiing?

No.

How many times had he seen that airplane takeoff?

Three or four.

In those previous times, was it in the same direction?

Yes, but he doesn't keep track.

Did he only see smoke one time?

Yes.

Did the airplane pause at the end of the runway?

By the time he got out to the ramp, the airplane was making a turn to line up on the runway. He saw the airplane was moving and the engines were "spinning up."

The time the interview ended was not recorded.

The digest was e-mailed to him for review on September 10, 2021. He replied the same day at 1452 EDT with, "Tim, The attached notes look good to me. What you state in the document has correctly and accurately described what I saw. Can I assume that the attachment incorporates the handwritten statement I made to the FAA? They both should be pretty much the same. If you have any other questions, please feel free to contact me either via email or my cell at 860-302-0619. Thanks and hoping this helps identify the cause(s) so this never happens again to someone else. Regards, Cliff Cayer." The corrected digest was e-mailed to him on September 10, 2021.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: September 10, 2021
Person Contacted: Gary Alender
NTSB Accident Number: ERA21FA346

Narrative:

Mr. Gary Alender was interviewed at hangar 6 at Robertson Field Airport (4B8), Plainville, Connecticut on September 3, 2021, at 1207 EDT. Also present were Federal Aviation Administration inspector Kevin Godbout, and Andrew Hall from Textron Aviation. He provided a cell phone number of [REDACTED] and 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 indicated that he is commercial pilot with rotorcraft helicopter rating. He is also a certified flight instructor. He owns a Bell 206B helicopter and has about 4,000 hours total flight time.

On the accident date, he was standing on the ramp north of hangar 6 at the Robertson Field Airport (4B8), Plainville, Connecticut, and saw the accident airplane being pulled from hangar 1 onto the ramp facing south. He noted it was windy 10 knots with gusts up to 20 knots. He heard the auxiliary power unit (APU) start and then the engines were started, though he does not know which engine was started first. He made note that the wind was going up the tailpipe at engine start. He watched the airplane come out of Spot 37 and taxi towards the approach end of runway 2. Just before the airplane approached a Piper airplane tied down on the ramp near Hangar 6, he heard a metallic grinding sound that he compared to, "bad car brakes" and reported it was a "weird sound". The airplane continued to the end and reported there was no run-up. He heard a radio call.

The airplane began the takeoff roll and when the flight was at the intersection of runway 2 and taxiway Delta¹, the nose landing gear was still on the ground. He told Donny, who was with him that something was wrong. He noted a big round fireball from the left engine and bright orange flames, with blue/black smoke trailing the left engine. He watched the airplane as it never rotated and the fire got “bigger, bigger, bigger.” He heard a grinding sound that he thought was from the engine, describing it being rotary or from a brake.

He indicated that he had seen the airplane takeoff 20 times or more. Using his vantage point the Textron Aviation investigator went to the spot where he heard grinding sound during the takeoff and that location was Spot 372, while spot 373² was where the airplane nose landing gear was still on the runway.

He was asked the following questions by NTSB:

Describe where he saw the fire?

From behind the tailpipe, and at the same time he noted blue/black smoke.

Describe the wind condition?

It was from the north-northwest at 10 knots or more.

Was the fire continuous?

Yes, it never went out. It got worse at the end of the flight.

How far did the fire extend from the tailpipe?

Maybe 3 ft or more, and was more intense towards the tailpipe.

Describe the speed during the takeoff roll?

He said the airplane was “going slower” then compared to previous flights and because of that he knew there was a problem. He thought it was odd that the airplane had not rotated yet. He believes the problem happened at the approach end of the runway. The airplane never lifted off. He then heard a thud followed by a 2nd thud which was louder. He last saw the airplane when it was in a right bank.

He was asked the following questions by FAA:

Did he hear the auxiliary power unit (APU) running and how long after that were the engines started?

About 5 to 10 minutes or 15 minutes

Did you hear the APU running when the airplane taxied past?

No.

¹ Using Google Earth, the centerpoint of taxiway Delta was located about 2,093 ft from the approach end of runway 2.

² The coordinates for Spot 372 were not saved. The coordinates for Spot 373 were 41.689741° and -72.864667°.

NTSB Questions Continued:

When did he hear the metallic sound?

When the airplane taxied past and then he heard it more distinct during takeoff. The sound was from only the left engine, which he equated to be similar to a bearing being operated without lubrication.

He was asked the following questions by Textron Aviation:

On a typical takeoff from the same direction would the nose landing gear be off the ground at Hangar 6?

All landing gears would be off the ground.

The time the interview ended was not recorded.

The digest was e-mailed to him for review on September 24, 2021. He replied the same day at 1812 EDT with, "Mr Monville, I read the attached interview summary and agree. No changes are needed. Thank you Gary Alender." The corrected digest was e-mailed to him on September 24, 2021.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: July 25, 2022
Person Contacted: Nicholas Salvatore Scata
NTSB Accident Number: ERA21FA346

Narrative:

Mr. Nicholas S. Scata was interviewed on September 3, 2021, 1549 EDT at an office located at the Robertson Field Airport (4B8), Plainville, Connecticut. Also present were Federal Aviation Administration inspector Kevin Godbout and Textron Aviation investigator Andrew Hall. Present with Nicholas Scata was attorney Thomas Tobin representing Mr. Scata. Mr. Scata 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 with representative of Mr. Tobin. Mr. Tobin recorded the interview with the consent of Mr. Scata and provided the recording to the NTSB.

Mr. Scata is the President and one owner of Interstate Aviation. He has been the president for about 2.5 years. He and someone else purchased the company in December 2018.

He was asked to explain the purpose of the business and how many aircraft do they have or operate?

The purpose of the business is a flight school. They have a maintenance department, and “we manage aircraft such as the Citation Jet” that’s subject here. There is an affiliated company that owns the school’s aircraft of which I am an owner too. It is a separate LLC that owns all their general aviation aircraft. We did not have any ownership interest in N560AR.

When you say they did not have any ownership interest who is they?

Us as in Interstate Aviation or the other entity New England Aviation, which is the separate entity that owns their aircraft. Same owners, common ownership between those two entities.

NTSB Questions Continued –

Can you repeat that Interstate had no-?

Ownership interest in the Citation Jet, “we just managed it.”

Is that the only Citation?

“Yes, that is the only jet under our own, under our management.”

Tell me what you can factually about the pilot?

So, um Will O’Leary was the pilot-in-command on yesterday’s flight. Will’s family was the previous owner of Interstate Aviation. Will and his sister Lynn Michaud worked for Mr. Scata. Will’s relationship with respect to the jet was he “was a salaried pilot-in-command, type rated in the jet.” He would handle uh scheduling of maintenance of the aircraft, trip planning, and every aspect of being pilot-in-command or the captain of that aircraft. Lynn would be administrator of N560AR and would be “the interface with the owners Tim and Nancy Haviland” through Brookhaven Properties. She would handle preliminary trip planning, “we wanna go here on this date and time.” She would handle hotels, arrange that part of it and Will would do the flight planning. Will also had the ability to pick his co-pilot, “the co-pilots were always contract pilots.”

Was Will a salaried employee of Interstate Aviation?

Yes we was.

Who was the co-pilot on the accident flight?

It was Mark, he had only met him once. I (Mr. Scata) was the usual second-in-command on that aircraft. On occasion they had to contract co-pilots. Will and I were the standard crew on that airplane.

Do you know who would have the contact for Mark’s family?

We just got his contact information yesterday. We have a copy of his pilot’s license and for insurance purposes he filled out a pilot form to make sure he was qualified under their insurance. Other than that I had only met him once so I would not know him personally¹.

Who is the registered owner of the airplane?

Brookhaven Properties a LLC owned by Tim and Nancy Haviland, who were the parents of the woman on-board.

He was asked who besides the flightcrew were on-board?

A short break was made. He looked at the manifest. One passenger was Courtney Haviland and her husband William Shrauner.

Will NTSB be able to get copies of the load manifest²?

Yes

¹ He was asked for a copy of Mark’s pilot license and insurance application and he provided the requested data.

² The NTSB was provided a copy of the load manifest for the accident flight.

NTSB Questions Continued –

Does the load manifest have/list weights?

Yes, it has weights of the passengers, it does not have the pilot's weights.

Is the weight listed on the load manifest stepping on a scale or solicited weight?

Solicited weight.

What was Will's title with Interstate Aviation?

Um I don't recall if he was kept on as vice-president, but his sole purpose was to be pilot-in-command "for this aircraft. He was a salaried captain."

Textron Aviation Question –

Salaried by Brookhaven or Interstate?

Interstate. We would bill Brookhaven for pilot and administrative services for the trip planning.

NTSB Questions Continued –

What was the purpose of the accident flight?

Um, I learned yesterday that Courtney was pregnant and I'm guessing, I don't know the purpose of the flight. It was supposed to be a weekend away for the two of them. That's all I know.

When did this flight come about, or scheduled?

I don't have the exact date, Lynn would have that. I can get that to you. It was scheduled over 30 days ago because the original destination was Key West, Florida, and they changed that because of Covid reasons in Florida.

Confirm the destination?

Dare County Regional Airport (MQI), Manteo, North Carolina.

Part of the records that you may have turned over, I haven't seen them yet, I know they exist, the Trip Log Sheets, When was the airplane flown last, how many hours?

The current Trip Log Sheet which would have been the 1st trip in September would have been in the airplane. So the last one for August would have the last Hobbs before this flight. That was the process. He did not look at the copies provided to Inspector Godbout to see when the last flight logged but that would have been a flight Will and I took to Nantucket, Massachusetts, in August.

FAA Questions –

Do you know what day?

Yes. Will was in charge of keeping that log. And I know there was a green folder that we kept/took with them on trips. So the most current log would have been in there, but I believe he switched it out every month. In the book I think I gave to Inspector Godbout is gonna be some of those logs. If not they would still be in the office. But the last trip I was on in that aircraft we flew August 10, 2021, from Robertson Field Airport (4B8), Plainville, Connecticut to Groton-

New London Airport (GON), Groton (New London), Connecticut then to Nantucket Memorial Airport (ACK), Nantucket, Massachusetts ³ to drop off her and her friends, then return to 4B8. They returned to ACK on Friday, August 13, 2021, then flew to GON, then returned to 4B8⁴. There was a scheduled trip for last weekend with Courtney but that was cancelled because of the storm. This trip has been on the books a while since she has been planning this. This is the 1st time the airplane had been flown since Nantucket.

NTSB Questions Continued –

If you can think back to the August 10th flights, was there any airframe, engines, or systems issues?

“Nothing, zero squawks.”

What about the August 13th flights?

“Same thing. And I flew the empty legs on both those trips and had no issues. Cause I’m also type rated in the aircraft as captain.”

Is there any video inside the building that captured people congregating, communicating, talking about the flight, or anything that we have?

We have no video surveillance here.

FAA Questions –

What about the other hangar?

Yes, there are cameras on the other hangar but they don’t record. It is just live, and they wouldn’t have faced the way the airplane was parked where the passengers boarded the airplane. They face that way. When the hangar was built they were intended on seeing people approaching the hangar not watching people takeoff.

NTSB Questions Continued –

Did you actually interact with anybody before the flight departed?

I was not at the airport yesterday morning. I didn’t recall the airplane was going out until I got the call.

Is there anybody I can speak to that interacted with the pilot’s or passengers? Fueler maybe? They took fuel before the flight⁵

³ According to Brook Haven Properties, LLC Trip Sheet – PT 91, Trip # B105. The sheet indicated that Mr. Scata was the pilot-in-command on the 1st leg lasting 15 minutes. On the second leg to Nantucket Memorial Airport (ACK), Nantucket, Massachusetts which lasted 30 minutes, Mr. O’Leary was the pilot-in-command. On the flight leg from ACK to 4B8 lasting 30 minutes Mr. O’leary was listed as the pilot-in-command.

⁴ According to Brook Haven Properties, LLC Trip Sheet – PT 91, Trip # B106. The sheet indicated that Mr. Scata was the pilot-in-command on the 1st leg lasting 35 minutes. On the second leg from ACK to Groton-New London Airport (GON), Groton (New London), Connecticut lasting 30 minutes, Mr. O’Leary was listed as pilot-in-command. On the final flight leg from GON to 4B8 lasting 20 minutes Mr. O’leary was listed as the pilot-in-command.

⁵ The fueler question was from FAA inspector Godbout.

Usually we fuel the jet the day before. So who would have interacted with the pilot's would have been Lynn, Will's sister. Our normal procedure is they report here, Mr. O'Leary would come get the trip Log, that green folder I referred to that had the log sheet, load manifest. He would do the weight and balance, and he would always file a flight plan a day or two before. He would have the Nav Logs in the book. He would usually if I didn't "pre trip the plane" and since I wasn't flying and I didn't "pre trip the plane" he would "pre trip the plane" the day before and then do a fuel order and Nate would fuel the airplane. He was pretty adamant about doing it a day before so there was nothing holding them up when they wanted to leave. As far as the passengers they would have met Will and Mark down there, their car is still there. It was unusual for flights to originate with passengers on at 4B8 because they don't live in the area.

FAA Questions Continued –

Why was it this time?

I don't know. I guess Bill and Courtney lived in Boston. So we would usually fly to Laurence G Hanscom Field Airport (BED), Bedford Massachusetts. Our normal flight routine would be to leave 4B8 empty (with no passengers), fly to BED, pick up the owners Tim and Nancy Haviland, or their kids, caused they lived in Boston during the summer months. Tim and Nancy Haviland have a home in West Palm Beach, Florida for the winter months. I could only speculate why Will and Courtney would come to 4B8 instead of being picked up at BED.

NTSB Questions Continued –

Is their car still here?

Their car is still here. I don't have a key to it. I don't think they left us a key. Which they wouldn't because they knew they were coming back here.⁶ To give a dynamic the owner's of the airplane would call Mr. O'Leary or Lynn, mainly Lynn, day they wanted to fly to XYZ on this date, Lynn had a flowing calendar that we would send to them once a month. So they knew if the airplane would be in for maintenance or whatever. They would call or e-mail Lynn and say they wanted to go to XYZ on such and such date, they had 3 adult children, so if someone wanted to use the airplane to fly somewhere she would be the initial interface. She would then call Mr. O'Leary to let him know and he would figure out what fixed base operator (FBO) to go to, the length of the flight and some preliminary flight planning for hotels. So he would do an initial flight plan, on what I think was Flight Plan.com, just to figure out the time, and we would communicate that to the owners. And when they said yes, book the trip, then as we got closer to the trip, I can show you this, give you a copy. For Mr. O'Leary and I, which is a carry over from when that had a 14 CFR Part 135 (on-demand) passenger operation. Then Mr. O'leary would do his thing a couple days in advance, weight and balance, look at weather, start talking whether weather was going to be an issue to communicate to the owners. "And then if everything went we went." Showed up at the airport and we went.

⁶ At this point of the conversation Messrs. Scata and Tobin were advised that I would like to speak with Lynn. She was subsequently asked by NTSB to provide a written statement. The statement was provided to NTSB by attorney Corey J. Wright on March 25, 2022.

NTSB Questions Continued –

You mentioned previously weight and balance. Do we have a weight and balance for the accident flight that someone provided or produced?

It would have been in the airplane.

So it is not done and left here?

He would use an excel program I don't have access to it. I would have to ask Lynn if she knew where he kept it. He was transitioning to something on his iPad called CESCO or a Cessna application⁷. He replied "there you go." So I don't know for this trip if he printed one. He was pretty habitual. I am sure he printed one. I don't know where the excel file is for the trip. I have to ask Lynn if she has access to it. Cause it was an excel spreadsheet that was created that by created the envelope. It was something created for them years ago tailored for this aircraft. I tried to bring them up, I use ForeFlight. So for my Part 135 Operation I use Foreflight App to do my weight and balance, check it against my Pilot's Operating Handbook to make sure it's accurate. But I am assuming with full fuel, and 4 people on-board they were well within the envelope. I would have to do the numbers myself.

It was asked about the current weight and balance?

As far as the airplane weight and balance, it was weighed. He saw a current weight and balance.

Was the airplane on a Part 135 certificate?

No it never was. So if there was, the AFM was on-board the airplane.

FAA Questions Continued –

Explain procedurally how you flew with Mr. O'Leary, checklist usage?

"It was command and response." So as I said it was usually one of us the day before the trip so we wouldn't be caught off guard with squawks would perform an exterior walk-around. Check engine oil, the engine oil was checked as required 10 minutes after the flight on that particular aircraft. Never had any problems with that. Just do our walk around. Fire everything up with the checklist. As I did it more and more often it was the same steps every time. And I would review the checklist to make sure I did not miss anything. I am assuming Mr. O'Leary did the same. We never did it together. One of us would make sure the airplane was ready to go, so we would not have to cancel the trip for a stupid thing like a light bulb out or something that would ground the airplane. When we got here, we did the non FAA stuff, water, coffee, blah blah blah got the airplane ready for the trip. Pull it out, fire it up, run through our checks, especially the thrust reversers, yaw, it just became process. And we would double check our process against each other. And then if I was flying or he was flying we did out standard call-outs, airspeed alive, power available, airspeed alive, 80 Knot crosscheck, V1, rotate, go. Because I was new, obviously a much newer pilot for the jet, I was flying for 3 year and Mr. O'Leary has been flying since they owned it and he has much more turbine time, "...my question was if something goes wrong on the roll, he says we go. We get to Bradley. We'd handle the emergency in the air and we go. OK. So we knew what the plan was."

⁷ At this stage Andrew Hall of Textron Aviation chimed in and stated CPCALC which stands for Cessna Citation Performance Calculator.

FAA Questions Continued –

When he said that to you was it during one of your first flights or was it something he said to the new guy he was flying with. When he flies with someone new does he talk about?

No he never did. I have been flying with him, I got my rating in the jet 3 or 4 years ago, so yeah the first couple of flights he was a quiet guy, um but after that we're like brothers. He was a good pilot. He didn't take risks. So seeing those skid marks on the runway something bad went wrong. Cause it that airplane could fly, he was taking it off the ground. That's why we trained at Flight Safety. It had two engines. It would fly on one engine. So I don't know what happened. I am really curious what you guys find on the cockpit voice recorder (CVR)⁸. Just asking the process yeah we worked as a crew very well. And we did out training every year. This year I went for my pilot-in-command rating so he was there for the 1st three days. Got through that and got signed off and then I went on to finish so I could take my checkride. We knew that airplane.

NTSB Questions Continued –

Where was your training at?
Flight Safety International in Orlando, Florida.

Are there records for training for the co-pilot Mark?
We don't have them. I don't know who did his training. I have his licenses here that we have copies of. He holds an airline transport pilot certificate and his hours are logged on the insurance paperwork. But I didn't know him personally.

Textron Aviation Questions Continued –

Go through a typical departure from when pulling the airplane from the hangar describing what you did?

So Mr. O'Leary pulled the airplane from the hangar. They both would be at the airport 30 minutes to 1 hour before departure to do the final preparations for the trip. If we were going out empty I was in the left seat. We would start the engines, make sure there were two good engine starts, run through the checks.

FAA Questions Continued –

APU?

APU, No we would never started the APU here unless we had passengers show up or if it was cold I would start the APU or if it was dark. Usually if no passengers first trip out they would get in the airplane was always connected to a battery trickle charger so you turn the Batt on button check the make sure there are adequate amps to start the engines. Start one engine followed by the other. So it was a cross engine start for the 2nd engine. Wait for them to warm up, turn on the avionics, wait for them to get aligned because it was all a glass cockpit. I am forgetting what its

⁸ At this stage of the conversation the group was advised that the CVR was put into the cockpit of an airline and flown to NTSB Headquarters in Washington, DC, where a NTSB investigator would meet the flight. The CVR would have to be verified that it recorded the accident flight.

called, I would have the checklist in front of me. Bring one engine up for I think its the yaw damper check. Bring the other engine up while we are sitting there.

Is the airplane chocked at this time?

No, we had brakes on. The chocks were already removed because we were both in it. There was no line crew. It was he and I were the ground crew. We pulled the airplane out, we pulled the chocks, we did all that. We would start up, do that yaw damper check, if we were going to be flying in known icing conditions we would spool the engines up to make sure all the anti-ice equipment was operable. If it wasn't we didn't go. We would taxi out, do our brake checks, steering checks, autopilot checks, and then on the taxiway we would check the thrust reversers. Open the buckets to make sure they deployed with the emergency deploy feature.

Could you talk me through the other checks as you are going out? You said the engine checks, the brake checks, the thrust reverser checks?

Yes ah, so when we started moving the airplane to make sure the nose wheel was pinned the way it was supposed to be we turned the airplane left and right. Because that nose wheel, because it happened somebody would pull the pin and you knew right away you wouldn't be able to turn. Part of the exterior inspection was making sure that pin was in. So the turning, the ...

So there is no gust lock for that?

We never deployed it. There was a gust lock, but there was a lock "but we never used it." Because the airplane was always hangered. Flight control checks, left, right, forward, back. Rudder...

Looking out the window?

Yes. Autopilot check. I'm doing this from memory but the checklist was engage the autopilot, make sure it was operative, trim stopped when holding the red button down, making sure the trim wheel didn't move, and it moved when the trim was engaged. I don't recall the rest of them. On the taxiway would deploy the thrust reversers and make sure the emergency stow worked. We talked about the anti-ice if we were going into known icing.

You said a brake check or something?

Yes.

Are there lights or something?

No, it was just like a general aviation airplane get on your brakes, make sure brakes are available.

Are these co-pilot or pilot responsibilities?

Flying pilot. The co-pilot would call out the checks. And say ok verified. If taking off to the north like they were yesterday we would taxi down, we would have picked up our instrument flight rules (IFR) clearance before moving, with a call to Bradley getting them on RCO frequency. While the airplane was sitting with the engines running we would call for our clearance, we would load the flight management system (FMS), we would load the temperature to make sure the weight was within tolerance for takeoff. We would load the flight plan. Verify it. Both of us would check each other. Whether I loaded it or he loaded it we would make sure

once we were flying we would get the right responses from the autopilot. There was no departure procedure out of 4B8. Go to the hold short line, everything was done at that point. Called Bradley for their release. They would release for departure. If I was flying I would pull the airplane onto the runway, lined it up, centered the heading bug, verified heading bug matched runway direction. I would bring the power up, to, call static takeoff, hold the brakes bring the power up, with the FADEC which would take 3 to 4 seconds for the engines to spool up, at all power release the brakes and Mr. O'Leary would do the call-outs if he was the pilot monitoring. If I was the pilot monitoring I did the call outs. So as I said power set, airspeed alive, 80 knots crosscheck, V1, rotate. At V1 your hands come off the thrust levers, and go onto the yoke. And on rotate you take the airplane off the ground and pitch for takeoff. Autopilot would be engaged at 400 ft, so at that point since I was acting second-in-command most of the time, positive rate, gear up. V2 plus 10 flaps up, yaw damper and when he was ready autopilot, that was the process. Like clockwork every flight.

So was it any different if you were flying right seat, or he was flying left seat static run-up? Everything was always the same for both of you?

No, Mr. O'Leary would do a rolling takeoff he was more comfortable with that. We had adequate runway here to do that. So he would pull the airplane onto the runway, once it was centered up, it was almost a full stop but he wouldn't hold the brakes. Center it up. Center the heading bug, power it up. I would watch no annunciations, CAS messages, nothing, once we started the roll I was monitoring and he was flying.

Textron Aviation Questions Continued –

What was your typical V1 airspeed out of here?

I am going to guess between 90 and 100 knots. I'm guessing. I was wracking my brain all night, and I am a numbers guy. I would put the numbers in to calculate. We put the wind in if we knew it. We definitely put the temperature in. The weight was in the box because we put the total weight of the passengers. It already calculated fuel weight based on an electronic sensor in that box we just made sure that was set. So it was also all done by the FMS and it would tell you no takeoff if you were too heavy which we never were.

NTSB Questions Continued –

Did you ever have an aborted takeoff here?

Never had an aborted takeoff in that airplane. Never had an engine failure. Never had anything go wrong in that airplane that would create an emergency situation. We had a fluctuating generator on one flight we got on the ground and got Cessna to fix it. We never took that airplane off the ground if there were any potential squawks that would have what happened yesterday happen.

FAA Questions Continued –

It went in for some maintenance work in Arkansas for some work?

It went in for hot sections.

FAA Questions Continued –

Did you notice any difference after the hot sections were done with both engines compared to before?

Nope.

Everything seemed exactly the same?

We were 3 hours flying it back from Arkansas. Mr. O’Leary is more cautious at that point. I think I’ll call it my naivety. I assume if the mechanics were working on the plane they were doing their job. He said just pay attention this airplane just came out of major maintenance. We gotta be ready if something goes wrong. So, there was a heightened awareness for 3 hours.

Textron Aviation Questions Continued –

Right along with that is Arkansas the place where you took it for maintenance?

For something major like that. But for a major inspection, RC Aviation would do that or they would come here. They never came here for this airplane that I remember. This trip and the trip before for inspections. Anything that came up as a squawk we would go to the nearest service center. We had an autopilot malfunction coming out of West Palm Beach, Florida. We returned to West Palm Beach, got the owner’s wife off, and said we are not going to fly this airplane without an autopilot. And we called the service center, they were going to send a mobile unit out but they had availability in Orlando, Florida, so we flew there and had that taken care of. As I said we had a generate issue on a trip and we got that corrected. We left the passengers and I forget where we went. Actually they came on site. It was a control module in the tailcone the GCU that was failing.

FAA Questions Continued –

Did they replace that?

They replaced that. Those were the only 2 things that I recall were not normal maintenance. And TCAS. We had a TCAS recently and they took it to a service center where they replaced the TCAS box. And the only other thing that happened was on the ground one of the multi-function display (MFD) screens did not power up. One week before the flight. We canceled the flight and got a new MFD screen. That is all I recollect. As far as vibrations, anything like that after coming out of maintenance nothing. No CAS messages, no annunciations, no unusual ITT, nothing like that. No hung starts, nothing.

NTSB Questions Continued –

If at Flight Safety had you had training on this length of runway for aborted takeoff’s or problems where the instructor would simulate an airport and have an engine failure before V1? We did those, but not where they programmed the 4B8 runway. The typical scenario at Flight Safety Orlando was Memphis.

NTSB Questions Continued –

And how long is Memphis runway?

I don't recall. I'd say it is 11,000 ft maybe. V1 cuts weren't done halfway down the runway. They were very good at surprising you. They were usually done just prior to rotation. Or just prior to the V1 call out I remember. And then there was a V1 cut done multiple times at least during 3 to 4 simulator sessions. And it was the same stuff. So yes the 1st day is the 1st day. Made a couple mistakes and that is why we go there. Mr. O'Leary was right on. He would say what were you thinking of.

For the Flight Safety training would he and Mr. O'Leary go there the same time?

Yes. Except for his initial when he was on his own, and an attempt to upgrade too soon, Mr. O'Leary was with him as a crew 2 or 3 times at least. Because it came once a year, and I have been flying this airplane 4 years. So I think 3 of the 4 times Mr. O'Leary was with him.

So they swap seats?

Yes, 2 hours each side. Two hours him flying I'm monitoring 2 hours me flying with Mr. O'Leary monitoring in the simulator.

Clarify the rolling takeoff that Mr. O'Leary would perform?

He would stop but he wouldn't have his feet on the brakes from what I recall. So it wasn't like coming whipping around and go, it was come around the corner, center the airplane on the centerline, and then power up is what I recall.

To clarify is the airplane moving while he is centering the airplane?

A crawl, I would say. "A crawl to a stop." It wasn't feet on the brakes power up the engines. That was the difference between the 2 of us. But we always rotated well, I'm gonna say about when it was he and I will full fuel, the nose was coming up midway down the runway if I remember correctly.

Had you ever been in that airplane with the 2 passengers and taking off on the same runway?

Not them 2, but last summer we came out of 4B8 with 4 people (passengers). No difference in procedure. Mr. O'Leary would definitely be flying if the Haviland's were on-board. He was left seat and I was right seat.

Trying to get a sense with those 2 passengers were would the airplane normally rotate?

I can't not factually.

Textron Aviation Questions Continued –

Typically with only 2 passengers would they sit in the 2 most aft left and right seats?

No, they sat in. They would. There was club seating. They would sit in the forward facing seats aft of the aft facing seats. It was very rare that the airplane was full. Very very rare.

Two to four passengers most of the time?

Yes.

At this stage of the conversation the club seating configuration was discussed and drawn by Mr. Andrew Hall and confirmed by Mr. Scata (Figure 1). There were 9 passenger seats.

Did the lavatory have a lapbelt?

No it wasn't a seat. It was not a certificated seat.

Do you have any interior or exterior photos of the airplane?

I have

Recent?

No, I have an exterior picture of the airplane, and a picture where I would show my friends where I sit in the co-pilot's seat, but they are old.

In the process of flying 3 to 4 years with Mr. O'Leary have you had any discussions with him about balance field length, runway length, that airplane, any concerns, or have you briefed it and discussed it?

"I think I brought it up once and he said we have adequate runway there did I ever calculate it myself no." Are you referring to a stop and go? Answer from NTSB, yes accelerate to a certain speed, have a problem, identify the problem, abort and stop. I know what you are asking and no I never calculated it myself nor I ask Mr. O'Leary for a calculation. The thing was we got to V1 so quick so that we knew our protocol was any anomalies "we're going and we're going to Bradley." Because that would be the closest and longest runway. And it was due North of 4B8. And a majority of the time they were departing to the north. That airplane was not utilized a lot during the summer. And during the summer they get this southwest wind, and in the fall, winter, and spring it is always out of the northwest. Ninety percent of the time they are taking off runway 02.

Do you have any questions for NTSB?

No. Just any information you can share with me I'd like to know.

He was advised that the NTSB has a group called Transportation Disaster Assistance (TDA) and their job is to interact with the immediate family before the report is released. The TDA person will tell the family members when the report is scheduled to be released. There are 3 reports. A preliminary, a factual, and then the determination of probable cause. The family members are also informed or given investigative follow-ups. If the CVR has information it is not released, it is protected until the investigation is closed. Nothing gets released until the factual report is published.

Mr. Tobin asked if NTSB would be making Interstate Aviation a party to the investigation?

I don't know at this point. I have thought about it. The party system was explained. I will keep an open mind. I will keep it under consideration.

NTSB asked the following:

Mr. Tobin any questions?

No.

NTSB asked the following:

Any questions from Mr. Scata?

No.

Any questions from Mr. Hall?

I don't believe I have anything else.

Any questions from FAA?

No, I don't have anything. My condolences to you. I feel very bad.

Mr. Tobin asked FAA inspector Godbout about getting copies of the folders that were given to him yesterday?

Yes, we will return them to you. We just need to go through them.

Textron Aviation Questions Continued –

Were you guys on CESCO CAMP System or?

Yes, yes. We were on CESCO. And Mr. O'Leary had the APP and he would get alerted when something needed to be done. He would schedule it accordingly.

At this stage of the conversation the group was informed there was a powerplant investigator on-scene, and an investigator from NTSB Air Carrier and Space Investigations Division (AS-10). Two FAA inspectors, three or four investigators from Pratt & Whitney Canada who were being led by the NTSB Powerplant Group Chairman.

Mr Tobin asked who was the NTSB Powerplant investigator and the AS-10 investigator?
Harald Reichel and Sathya Silva.

Mr. Tobin asked if NTSB wants to speak to anybody else at Interstate Aviation?

He was advised by NTSB that I did not know the makeup of the company. Mr. Scata indicated that there are 3 shareholders. Zivorad (Ziggy) Tomac (VP), and a 20% minority shareholder that does not live in the country. Lynn is the treasurer. He thinks Mr. O'Leary was left on as an officer when his father owned it (he was not a stock holder). Lisa Driscoll, who was Will's sister who also worked at Interstate Aviation in the front office and had nothing to do with trip planning of the jet. Phil Freedenberg, who was hired a year ago to help with the daily operation, because he and Ziggy have other businesses, even though I am here at some point during the day every day. Other than that, we have our compliment of line people, Nate who is our primary five days a week line guy, handling the fuel, and then we have our maintenance staff. As far as our line people they are part time. Office people and line people who are here on weekends after the normal 0800 to 1500. A total of about 15 people, and a compliment of flight instructors.

NTSB Questions Continued –

To answer your question Tom did we get enough information about who fueled the airplane?

FAA Inspector said his co-worker has a lot of detail on that.

NTSB Questions Continued –

Who fueled it, when, how much, what the fuel load was?

Fuel sampling was done. It is part of our process here.

As part of your fuel supplier protocol following an accident is your fuel supplier doing testing of fuel to determine it is Jet A?

It has already been done.

Is that a specific gravity test or a more detailed chemical test of a sample of fuel?

Uh, they reviewed our fuel sampling protocol. They did not come on site and take a sample. So our fuel is sampled daily by Nate who documents it. The trucks has a daily check that he documents that he can share with NTSB. They shared it with Phillips who sent them for them to say all the protocols were in place. There was no sampling after the accident.

Are there other aircraft flying that was fueled from the same truck?

Yes, there is a Piper Cheyenne that was fueled within a day or two. There is a turbine helicopter here that is buying fuel from them. There was fuel bought within the same week this jet was fueled.

From the same truck?

Same truck same load. We have a fuel farm and then we have a truck. Avgas and Jet A storage facility and Avgas and Jet A truck. The Jet A truck is always kept in hangar 1 because that is where the jet was and the other turbine aircraft. The Avgas truck was kept here. And the people using those trucks know the difference. There would be no way they would have gotten them mixed up.

FAA Questions Continued –

Do you have Prist in the fuel?

I want to say it is negative.

Is it on or off or add it to it?

I know that Mr. O'Leary with his fuel order was negative. Because if he remembered from training the fuel was heated by the bleed air system⁹. Mr Scata indicated they could ask Phillips 66 who would know.

Sometimes there is a container on the truck and you turn a valve to load Prist?

I am not aware of it. I don't know. One part of the operation I never got to know even though he owns a fuel/oil company.

NTSB Questions Continued –

⁹ The Textron Aviation investigator mentioned that some people had prist added as an anti-microbial agent.

And the records we have it will have the N#'s, fuel?
Yes.

NTSB Questions Continued –

It will have the amount fueled?
Yes.

We can look up a registration, call the owner, and ask if they had any problem with fuel?
Yes, all that information is in their logs. Our people that handle the fuel have gone through formal training because we had Cape Air that was going to start trips into 4B8. They had them go through to Part 139 airport training for their people. That training was documented.

To Mr. Tobin to circle back as the investigation continues I may need to circle back and that is how we will leave it for now.

Do we know if they filled the airplane?
Inspector Godbout indicated that they added 1,006 gallons¹⁰. He indicated that the other inspector has the receipts. Mr. Scata indicated I think they went out full¹¹.

Mr. Tobin indicated that he expected me to say I wanted to interview Phil Freedenberg, who witnessed the takeoff¹².

The interview ended at 1711 EDT.

The digest was e-mailed to Messrs. Scata and Tobin for their review on July 26, 2022. Mr. Corey J. Wright responded on August 22, 2022, at 1621 EDT with, "Good afternoon Mr. Monville – Mr. Scata and I have had the opportunity to review your draft interview summary. Many thanks to you for sharing that with us and providing us with the opportunity for comment. While neither of us necessarily noticed anything as being inaccurate, we would defer to the audio recording and the transcript, which I have attached hereto. This is a certified transcript of the audio of the interview and was prepared by a court reporting firm. As such, it is a certified and sworn transcript of the audio file of Mr. Scata's interview. If you have any questions on this, please do not hesitate to reach out. Best, Corey, Corey J. Wright, Attorney at Law." The FINAL digest was e-mailed to them on August 22, 2022.

¹⁰ According to a signed, dated statement from Nathan Tomolonius, he added 523.4 gallons of Jet A with FSII fuel to the accident airplane on September 1, 2021.

¹¹ A statement was requested from Mr. Tobin. It was provided.

¹² He provided a written witness statement.

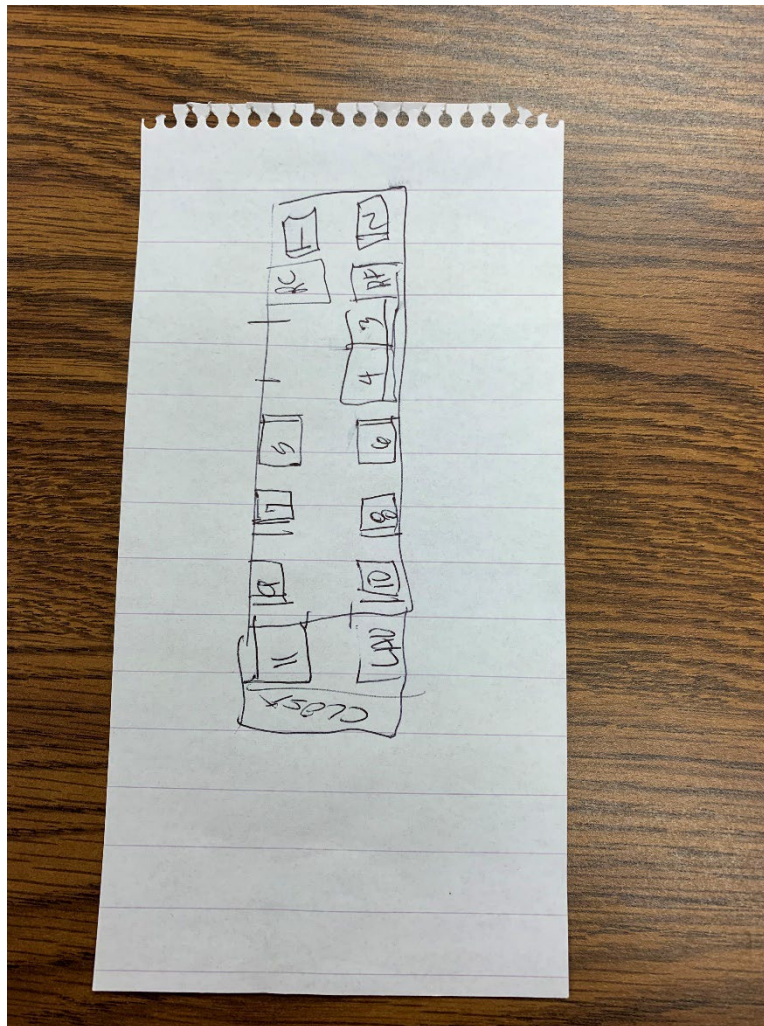


Figure 1: NTSB Digital Photograph. View of the Seating Configuration Drawn by Textron Aviation and Confirmed By Mr. Scata of Interstate Aviation.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: September 10, 2021
Person Contacted: Garrison Leykam
NTSB Accident Number: ERA21FA346

Narrative:

Mr. Garrison Leykam contacted NTSB at the Accident Site on September 4, 2021, and advised that he was a witness to the accident. On the same day at 0759 EDT, he was met near the area he was located when he witnessed the accident and an interview was conducted with NTSB, and personnel of Textron Aviation present. He provided a cell phone number of [REDACTED] and 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] Farmington, Connecticut [REDACTED]. He is not a pilot or mechanic. On the date, he was walking his dog at the Tunxis Mead Park, or about 5 miles away but encountered flooded conditions. He remembered the trail head north of the Robertson Field Airport (4B8), Plainville, Connecticut. He drove to the parking lot of the trail head with his dog and began walking up the trail in a northerly direction past the trees. He actually made it to the grass of the TrumpF building where the airplane would eventually crash, then turned around and began walking back. He was across from the impacted powerline pole, estimated to be about 100 ft east of it. While looking towards the runway he noticed a small "jet" what he described as "really low, abnormally low." The airplane was so low he could see someone in the airplane which was uncomfortably close to him. He thought a jet taking off would be in a more nose-up attitude when leaving the runway, but as the flight continued past the runway the airplane was, "more pronounced dragging the rear." He further described it as the tail being unusually lower than the nose of the airplane. The airplane impacted the nearby powerline pole, followed by an explosion and corresponding shower of sparks. It looked to him like the right engine impacted

the pole. The airplane continued in the same direction of flight, and immediately after the collision with the powerline pole he heard an engine rev up, describing it as, “clearly distinct change in sound with the motor.” The engine sound seemed more erratic and he heard a metallic grinding sound, and saw the wings of the airplane rocking. The airplane disappeared from his view, and he heard 1 explosion, followed by a couple more. He saw a plume of black smoke and because of the wind direction it was blown towards his location.

He was asked the following questions by NTSB:

Please describe the engine sound before impact with the powerline pole

It seemed to be a normal jet noise before, but after the impact it seemed to be throttling up significantly. After the impact, the sound seemed to be more “metally and inconsistent” almost like grinding gears. There was a distinct and noticeable change in sound after the collision. He had a view of the right side of the airplane.

Describe what part of the engine impacted the powerline pole?

It looked like the front portion.

Before the powerline pole contact did he see any smoke trailing the airplane?

No, nothing. The airplane was low and sounded loud before the impact.

Describe if you saw the flaps extended?

He could not see.

Describe if you saw the landing gear extended?

He could not tell. He did not recall seeing wheels from the landing gear.

Did he feel the heat?

No, but there was softball sized sparks. The airplane departed the runway in a normal/level attitude but then as the flight continued the nose-up attitude increased but the airplane was not climbing.

The Textron Aviation investigator was asked if he had any follow-up questions and he did not.

The time of the conclusion of the interview was not documented.

The digest was e-mailed to him for review on September 10, 2021. He replied on September 24, 2021, at 1647 EDT with, “Notes received, read, no changes. Awaiting video transcription.” The corrected digest was e-mailed to him on December 14, 2021.