



MEMORANDUM OF CONVERSATION

Aaron McCarter
Air Safety Investigator
Eastern Region Aviation

Date: 10/21/2021

Person Contacted: Joseph Allen (Co-pilot)

NTSB Accident Number: ERA21LA011

RE: Phone call with co-pilot speaking on behalf of his father (pilot in command) who was seriously injured and could not directly participate in interview.

Narrative:

Mr. Allen (co-pilot) was sitting in the right seat and his father Sr. Allen, was the pilot in command in the left seat. The copilot has his private pilots license and multi engine rating with a total of about 130-150 flight hours. He is unaware how much flight time his father had, but it was significant.

After loading the airplane with the four adult passengers in the forward seats, the 3 children were in the aft seats. The luggage was all in the nose and it was not heavy; they packed lights and the bags were of the carry-on type.

There were no apparent issues during the engine start and taxi. The copilot was on the radios and got the clearance while the pilot performed the taxi and runup the copilot did not notice anything unusual during the taxi and did not recall anything unusual about the runup.

Once they lined up to the runway and applied full power, they released the brakes, and the airplane started the takeoff roll. He felt a "shudder" in the flight controls during the takeoff roll that lasted just a moment. As they proceeded down the runway, he was looking out the window and he thought they were going fast enough to take off, but they remained on the runway. He looked over at his dad after noticing that they were well past takeoff speed. His dad was looking down at the controls and shouted an expletive. When asked if the pilot left the control lock installed during preflight or if he observed it installed or attempted to remove it during the takeoff roll; he could not recall.

He grabbed the controls, but they wouldn't budge as he attempted to pull back on the control yoke. They were running out of runway, so he reduced power to idle and applied full brakes. They departed the runway through the grass and impacted a dirt mound. This is all he can

remember of the accident until he woke up as water was pouring into the airplane and he began to egress with his family.

He asked when his family would receive the personal effects/luggage and was informed that as soon as the items were categorized, he would receive them, but it may take a week or so.

[END]



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Aaron McCarter
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Eastern Region Aviation

Date: 1/23/2021

Person Contacted: Mr. Joseph Allen Sr. (Pilot in Command) [REDACTED]

NTSB Accident Number: ERA21LA011

RE: Phone call with the pilot in command (PIC). The PIC was unable to directly participate in the earlier interview due to his severe injuries.

Narrative:

Recalled that the last time we spoke, Mr. Allen (PIC) was not in the best of shape and his son was speaking on his behalf. Was asked if there were anything he recalled or wanted to add, he replied, not really, he had played it over in his head a million times and cannot figure out what caused the accident. He did a preflight, the taxi and the runup according to the checklist and nothing was unusual. They waited for a few airplanes before taking off.

During the takeoff roll, when it came time to rotate, the control wouldn't budge, and he looked down and verified that the control lock was not in. He stated he always removes the control lock in accordance with the checklist and puts it in his flight bag, but it's possible that he missed his flight bag this time, because he had rotator shoulder surgery; that's why the control lock was found under the rudder pedals. Once he hit his head, he doesn't recall anything after that. He reiterated that he checks the controls multiple times.

Recalled that he was seriously injured the last time we spoke, and his son was speaking on his behalf. He stated that his friend, who's a test pilot with an aircraft manufacturing company told him (opinion) that something "came loose" during the previous flight. When asked what happened during the previous flight, he stated they hit some rough turbulence, and something probably broke and finally failed. When asked to elaborate, he stated that although his friend thinks something came loose, the previous flight was uneventful and there were no control problems, so whatever came loose, failed between the runup and the takeoff roll of the accident flight. He (PIC) added that he works part time as an A&P for a small flight school. [END]