



MEMORANDUM FOR RECORD

Pilot Statement

Lynn Spencer
Air Safety Investigator
Eastern Region Aviation

Date: March 23, 2021
Person Contacted: Philip Iannelli
NTSB Accident Number: ERA21LA161

Narrative:

The following is a summary of a conversation that occurred with the individual named above:

- Mr. Iannelli returned my call to discuss the accident.
- He stated that everything leading up to the takeoff roll was normal. The winds were calm. The preflight inspection was satisfactory, the engine runup was normal, and the radio and control checks were good.
- He stated that he is a new pilot and as such, his habits are still very strong and although he had no reason to expect anything to go wrong on the takeoff, he still did a mental emergency checklist in his mind before commencing the takeoff roll to prepare himself in case the engine failed during takeoff.
- He commenced the takeoff and checked his instruments to see that “everything was green, and airspeed was alive.”
- When he glanced back at the runway, he noted that the airplane had veered to the left of the runway centerline while he had been looking down, so he corrected with right rudder to return to the center; however, he overcorrected then added left rudder.
- He stated that he looked down to check his airspeed and when he looked back up, his left main landing gear tire was “off the runway.”
- He stated that after his airplane impacted the PAPI light, he was “along for the ride.” The airplane proceeded to cross a taxiway and travel down an embankment before impacting a maintenance hangar. He stated that he could see the glow of fire out his left window after striking the PAPI.
- When the airplane came to a stop, he immediately grabbed the keys and exited the burning airplane.
- The airport manager arrived on scene with a fire extinguisher which he used to put out the fire.
- He noted that when he looked at the PAPI, it was charred black and there was a path of burned grass from the PAPI to where the airplane came to rest.
- He added that he had flown this airplane during this training and had been checked out in it and had flown it 2-3 times. All the Warriors were booked on the day of the accident, so he had opted to fly this airplane.

3/21/2021

Resemel. 24JN for a proficiency flight. 0800

Arrived - Frost on plane -

performed Preflight and removed Frost. - All Normal.

Start up per checklist all Normal.

Taxi to Run up - No control issues - All Normal

Performed Run up - All normal.

Radio check - affirmed

Taxi to Hold short 27

performed check list all good - controls free & clear

Radio call to depart to west.

Took Runway & Initiated takeoff

Full Power achieved

held center line - verified gauges

started to drift left of center

applied Right Rudder to correct.

wound too far Rt. over corrected left

plane moved left to grass.

Power down Brakes

hit PAPI light w/ left wheel.

Plane veered left across taxiway down hill

coming to rest after hitting windmill. shed.

FIRE on left wing. Ejected Plane ASAP.

"Wind is
not reported
but calm"