



MEMORANDUM OF CONVERSATION

Aaron McCarter
Air Safety Investigator
Eastern Region Aviation

Date: April 30, 2021
Person Contacted: Passenger; Keith Buynock
Company Representative Attending Interview: Gregory Winton
NTSB Accident Number: ERA21LA193

Narrative:

Attending a meeting up near Rochester, in Sodus. It was a job kick off meeting for transmission utility work. He is employed by Haugland. He was sitting behind the pilot, 2 rows back on the left side.

They departed Islip and landed in Pennsylvania about 50 minutes later then continued onto Rochester. They were up in the clouds, then descended below the clouds. He felt like they were going around a turn, then heard and felt a shake after that they climbed. .

Prior to the impact, the pilot asked if the passengers wanted to stay in the clouds or go lower. Not everybody chimed in, somebody said lower. They were all on earphones.

He was not aware that they would be doing a touch and go on the water. It was not known what was going to be taking place. He was unaware of any passengers making a request for a landing on the water.

The pilot did not say his intentions about doing a touch and go on the water. During the impact, he felt a shake and flutter. The pilot did not communicate what had happened.

The pilot said how are we looking? The passenger sitting next to me said, "From what I see, we look ok." The pilot asked how important the meeting to the passengers was and gave them the time to Sodus and Islip and One passenger said Islip.

He was unaware of any passengers taking video or photographs. He took 1 photograph when they were in the clouds. As far as he knew, no one was taking photographs or video.

He has never made a landing on the water before. The company has a safety measures in place for the utility side and regularly have safety audits, and job briefings of the OSHA variety. He is unaware of any aviation centric safety policy or manual. [END]



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Aaron McCarter
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Date: April 30, 2021
Person Contacted: Passenger; Paul Stone
Company Representative Attending Interview: Gregory Winton
NTSB Accident Number: ERA21LA193

Narrative:

Purpose of the flight was to get to Rochester to do some contract work. He was going up to conduct training. He has been employed by Haugland for one year. His official title is Environmental Health and Safety Manager; overseeing safety for the group and to conduct training for their utility work.

He was sitting in the right front seat behind the copilot facing forward. Describing the flight, they departed Islip and the first destination was to an airfield in Pennsylvania. It was a smooth flight; they flew along the southern shore of long island. Landed in PA, then after picking up Bob, continued to the Rochester area.

During that leg, they ran into some dark clouds, and it was turbulent. They climbed above the clouds, and it was a smooth flight. At some point, the pilot asked the passengers if they wanted to go below the clouds. He did not hear anybody answer that they "did or did not" want to go below the clouds. At the point, the plane took a "nosedive" towards the ground, and they were very close above the water. While over the river, they climbed over some wires, then a bridge, then they hit some wires and we went back up. The pilot asked how important the meeting was and if they minded going back to Islip which was 45 minutes away. Someone came over the comms and said please just land us safety.

He didn't hear or feel anything. The plane shimmied. They it was an abrupt rise as the pilot climbed. The pilot looked to his right, and "I guess he saw damage because he said, "oh fuck oh shit." He saw damage to the front and rear of the wing. Bob Kearns who had some aviation experience and told the pilots specifically what was damaged. Then the copilot came back to assess the damage.

He is unaware of anyone taking photographs or videos during the approach to the river or afterwards. This was his first flight on the company airplane.

Haugland has a Safety manual for the utility side of the operation. They have a corporate health and safety plan that covers typical utility operations, but he is unaware of any aviation safety policy or manual. Unaware of any aviation safety policy or manual. [END]



MEMORANDUM OF CONVERSATION

Aaron McCarter
Air Safety Investigator
Eastern Region Aviation

Date: April 30, 2021
Person Contacted: Passenger; Bob Kearns
Company Representative Attending Interview: Gregory Winton
NTSB Accident Number: ERA21LA193

Narrative:

Vice President of overhead T and D construction operations. He has been employed by Haugland for 4 weeks. Last seat on right facing forward.

The flight is etched in him mind. They took off from Islip about 0730, the copilot, Matt called Allentown control and was given a squawk code and told to climb to 4,500 ft. They were at the tops of the clouds, and it was a little bumpy. Allentown then told the pilots to sign onto Wilks-Barre. Told to fly 4,500 north northwest. The clouds got a little higher. The Captain Steve asked if the passengers wanted to go lower; they would have a much better view.

The pilot went into a "very aggressive" dive. The pilot flew down into the riverbed. He leveled off approximately 20 feet above the river and had to avoid a bridge and powerlines by climbing over them. He heard the pilot say, "Oh oh, gotta watch out for powerlines, keep an eye out." They "zoomed" back down to the riverbed. The river started to bend. He started "yanking and banking" as the river bent. All the sudden there was some kind of a thud. There was a jostle and yaw. They climbed out. Being in the back, he didn't see what they hit but one of the passengers up front said powerlines.

Continued climbing out. Leveled off about 2,000 ft. Pilot did not notify anyone about the collision. He heard the copilot look out the right window and say there was damage. I saw that the trailing edge of the wing was damaged. There was bent metal and warped control surfaces. The copilot came back and observed the damage. The airplane was a shimmying.

They continued flying north, then the pilot asked how important the meeting was. The pilot thought it would be best to go back to Islip, which was about 45 minutes away, versus Sodus that was 30 minutes. The pilot turned back towards Islip. The airplane appeared to be working fine.

As they got closer to the Long Island land mass, the pilots contacted Islip and reported in for landing. (Kerns) asked the pilot if he was going to do a straight in approach with no flaps and

declare a precautionary landing, to which the pilot stated no. The pilot lowered the flaps and he watched. The landing was smooth and uneventful.

He took one or two photographs of the damage while enroute and took some damage photographs after landing; those photographs were turned over to the company. He is unaware of anyone else on board took photographs or videos of the event. He did not see any.

The only discussion was asking the passengers if they wanted to go the lower. That was the only communication. The pilots did not make their intentions known; the pilot said nothing about landing/touch and go on the water.

He's flown on the company airplane five times total. No water landings.

Cannot speculate what the pilots were doing with the banking and turning at a low altitude, but assumes they were following the contour of the river. While directly over the water, they were below the surrounding tree line.

The company has OSHA utility safety manuals/policy, but he is unaware of any aviation safety manual or policy.

[END]