



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: May 3, 2021
Person Contacted: Sean Flanders
NTSB Accident Number: ERA21LA201

Narrative:

Mr. Sean Flanders contacted NTSB by phone on May 3, 2021, at 0932 EDT. He called from [REDACTED] An e-mail address to use is [REDACTED]

He indicated that the airplane impacted a palm tree about 12 ft above ground level. The palm tree was located at 27.989111° north and -081.994976° west longitude¹. The next point along the route of flight was ground contact at an estimated location of 27.989361° North and -081.995066° West. The airplane rolled about 45 ft² while on an energy path of 348°, and then the left wing contacted the base of an Oak tree, while the right wing impacted a trailer on the right of the energy path adjacent to the resting position of the airplane. The airplane came to rest upright resting on the fuselage at an estimated location of 27.989563° North and -081.995180.

The cockpit and cabin were extensively heat damaged. The vertical stabilizer was separated but still remained attached by control cables. As part of the recovery, he painted the control cables with red paint before cutting them. He noted the outboard section of left wing was separated. The magneto switch was in the 1 or 2 o'clock position. The engine was nearly fully detached and was inverted but was still connected by the control cables. He cut one engine mount bracket. The engine did sustain some fire damage. At the accident site, he noted browning of grass likely due to fuel blight from the breached left fuel tank. When he raised the airplane neither main landing gear came out of the wheel well. While lifting, the flaps were damaged but visually they appeared to be in the full-up position. He noted there was no fuel visually in the left fuel tank but there was fuel in the right fuel tank. One propeller blade was bent aft 90°, the second blade exhibited a slight aft bend about midspan, and the full span of the third blade was not visible because of the resting position of the airplane.

¹ That was about 4,069 ft and 91° from the approach end of runway 27 at LAL, or about 141 ft and 334° from the last ADS-B target.

² As measured by walking

He recovered the wreckage and expected to have it back to the salvage facility around 1600 hours. A Detective with the police department gave him a flash drive which contained Drone images. The drone images were subsequently provided to NTSB.

The digest was reviewed with him during the call and he agreed with the content. The FINAL digest was e-mailed to him on January 17, 2023.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: May 7, 2021
Person Contacted: Sean Flanders
NTSB Accident Number: ERA21LA201

Narrative:

Mr. Sean Flanders was contacted by phone on May 7, 2021, at 1108 EDT. The call was made to [REDACTED]. He was left a voice mail message. He was provided a Textron Aviation Photograph by e-mail on May 7, 2021, at 1113 EDT, and asked to contact NTSB to discuss the rudder cables at the rear rudder bellcrank. He called back the same day at 1125 EDT, from the same phone number. His e-mail address is [REDACTED].

He indicated during the phone call that there were 2 control cables connected at the rear rudder bellcrank, and they were under tension. As part of his procedures, he spray painted both cables red and then cut them. He added that the two cables were the only thing connecting the structurally separated vertical stabilizer and rudder to the airplane.

On the same day at 1148 EDT, he provided an e-mail with 2 original photographs of the aft empennage and 1 photograph of one original that he lightened. He indicated, "Tim, attached are three pictures of the vertical and rudder on site of the accident, before anything was moved or cut. I hope these help. Just as a recap of our conversation on the phone, both rudder cables were fully intact on the aft portion of the tail and where under Tension. The cables were the only thing holding the vertical and rudder to the rest of the aircraft. Both cables were marked with paint and cut. I hope this helps. Please let me know if you need anything else. Thanks Sean Flanders [REDACTED]"

The call ended at 1129 EDT.

The digest was e-mailed to him for review on May 7, 2021. He replied the same day at 1350 EDT with, "Tim, I have reviewed the record of our phone call, everything looks good, and nothing needs to be changed. Thanks Sean Flanders." The corrected digest was e-mailed to him on May 7, 2021.



Figure 1: Unretouched Photograph Provided by Sean Flanders. View of the Aft Empennage At the Accident Site.



Figure 2: Unretouched Photograph Provided by Sean Flanders. View of the Aft Empennage At the Accident Site.



Figure 3: Lightened Photograph Provided by Sean Flanders.
View of the Aft Empennage at the Accident Site.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: May 17, 2021
Person Contacted: Austin Banttari
NTSB Accident Number: ERA21LA201

Narrative:

Mr. Austin Banttari was contacted by phone on May 12, 2021 at 1019 EDT. The call was made to [REDACTED]. He was left a voice mail message and on the same day at 1024 EDT he was sent a text message. He provided NTSB via text message on May 13, 2021 at 0904 EDT the video he took of the accident flight. He contacted NTSB on May 14, 2021, at 0929 EDT, from the same phone number. He provided an e-mail address of [REDACTED].

At the beginning of the call 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] Lakeland, Florida [REDACTED]. He holds a private pilot certificate and has about 112 hours total flight time. He also has been undergoing training for about 2.5 years with Lakeland Aircraft Maintenance to be an airframe and powerplant mechanic. He had previously passed the General test.

On the date and time of the accident, he was at his address which during the call he accessed Google Earth and the latitude and longitude were 27.986680° north and -081.988721° West. His location was north of the ADS-B flight path and specifically about 536 ft and 009° from the ADS-B flight target at 1427:41, when the airplane was flying in a west-northwesterly direction (Figure 1). He had just arrived home and was taking items out of the trunk of his car. Because he had lived at that location for 20 years, he was accustomed to sometimes seeing low flying aircraft when landing on runway 27 at Lakeland Linder International Airport (LAL), Lakeland, Florida. He indicated that this time the airplane was, “low low” and was not on a base leg and not on approach.” He pulled out his iPhone 12 Pro Max and as the airplane came closer to his

location, he couldn't tell if the engine was sputtering or it was an attempt to restart, but he thought the pilot was trying to restart. He noted the propeller was windmilling and at the end of the video that he took, he noted a descent profile and realized the airplane was not make it to LAL. He ran inside his house, told his father about the low flying airplane and that he thought it would crash, and both he and his father got into his car and drove towards Waring Road, which is near South Pipkin Road, which is where he thought the airplane would crash. When he was near Pipkin Road, he saw an explosion. His dad called 911 and when they arrived at the accident site some bystanders from the nearby warehouses were helping rescue the pilot and passenger. He made an assessment of the passenger who was in "rough shape" and asked him how many people were on-board. He said two. He noted at that time the battery was arching.

He was asked the following questions –

Did he ask them what happened?

No. They were not in any shape to talk at that time. A friend of his who knows them said the passenger had hundreds of hours and could have handled any emergency.

Try to explain the sound in detail?

It sounded to him like when about 1/3 into the video, the pilot was trying to restart the engine. He tried to do 2 or 3 restart attempts.

Prior to the restart attempts did he hear the engine running?

He was not sure. He noted the propeller was rotating during the time the flight was descending and during the restart attempts.

The call ended at 0947 EDT.

The digest was e-mailed to him for review on May 17, 2021. He replied the same day at 1302 EDT, with, "Hi Tim, The report is a correct and accurate to my account and our conversation. I find no errors affecting clarity or content." The corrected digest was e-mailed to him on May 17, 2021.

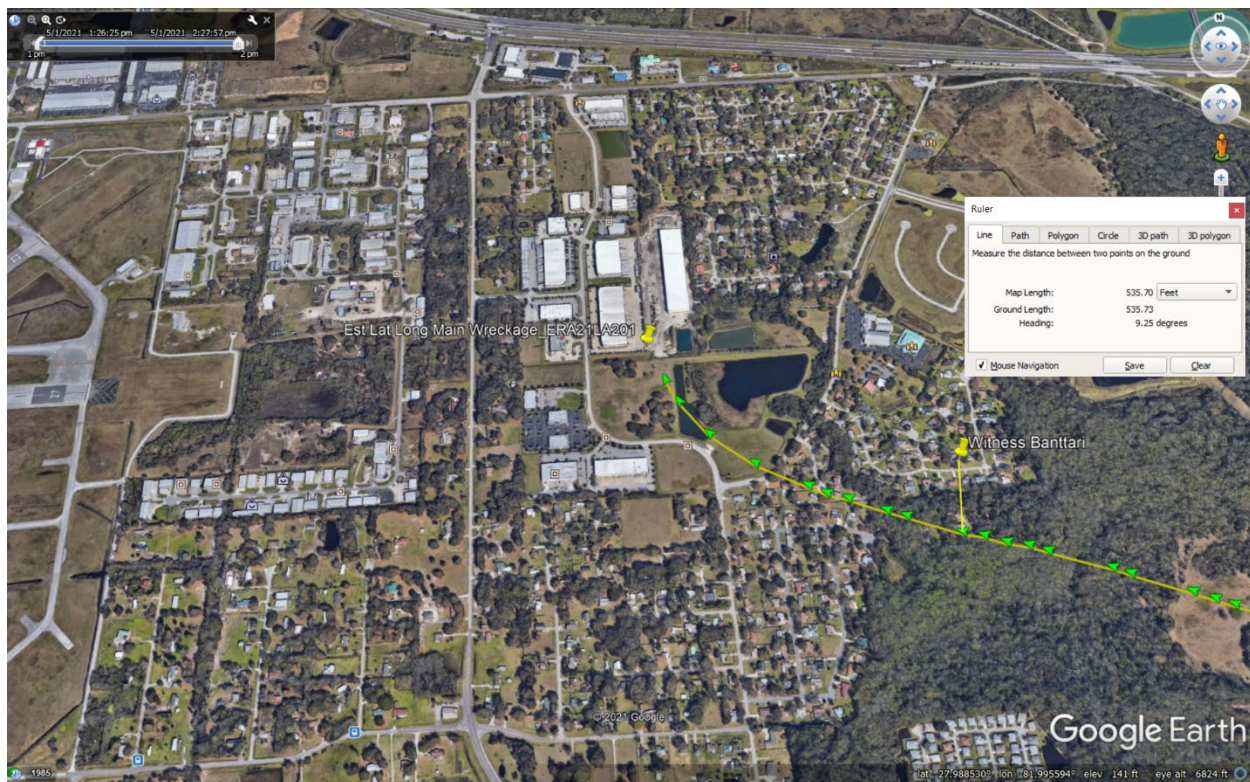


Figure 1: Google Earth Plot Depicting ADS-B Flight Path, Witness and Approach End of Runway 27 at LAL locations.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: June 21, 2022
Person Contacted: Anthony Tod Hargraves
NTSB Accident Number: ERA21LA201

Narrative:

Mr. Anthony T. Hargraves contacted NTSB by phone on April 29, 2022 at 1400 EDT. He called from [REDACTED] He provided an e-mail address of [REDACTED]

At the start of the conversation 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 a home address of [REDACTED] Lakeland, Florida [REDACTED] His date of birth is [REDACTED] He was asked about his pilot and medical certificate information, but he did not have them at the time of the phone call.

He was asked the following:

Explain the relationship of T-Flight Aviation LLC?

He owns that company. He bought the airplane for business use when he was not yet a pilot. He has owned the airplane for about 2 years¹. He has about 200 hours total flight time and about 75 hours make and model.

Explain the purpose of the flight?

He was getting instrument training.

¹ According to the FAA Registry file, the Bill of Sale was dated May 9, 2018.

NTSB Questions Continued –

Explain the flight in detail from your arrival at the airport until postaccident, including any preflight inspection?

He woke up at 0730, showered, had coffee, and arrived at the airport at 0830. He opened the hangar and checked the engine oil 1st. He then walked around the airplane and pulled it out of the hangar. He called for fuel, and did a preflight inspection checking the flaps, rudder, and all around the airplane while waiting for the fuel truck to arrive. Once the fuel truck arrived the airplane was fueled and he put his backpack into the airplane and waited for his flight instructor to arrive. When the flight instructor arrived, he asked if the airplane had full fuel tanks and he replies “yes sir.” After fueling he checked the fuel drains, the tip tanks fuel drains and the lower part of the fuel strainer near the engine compartment for water. No water was detected.

1st Flight Leg –

After takeoff from his home base, the Lakeland Linder International Airport (LAL)², Lakeland, Florida with the fuel selector on the left tank the flight proceeded to Sebring Regional Airport (SEF), Sebring, Florida. While en route about 30 minutes into the flight he moved the fuel selector to the right tank. He continued towards SEF where he performed an instrument approach and performed a full-stop landing³ (Figure 1). They secured the airplane and ate. While at SEF before taxiing he performed a walk-around of the airplane, started the engine, and taxied to the runway.

2nd Flight Leg –

Before departure from SEF he checked the magnetos departing for Bartow Executive Airport (BOW), Bartow, Florida⁴ estimated to be a 20 to 30 minutes long flight. He departed with the fuel selector positioned to the right fuel tank, but while en route to BOW he moved the fuel selector to the left tank, and landed with the fuel selector on the left tank. They never got out of the airplane and taxied back to depart.

3rd Flight Leg –

The flight departed from BOW with the fuel selector on the left fuel tank and proceeded en route to LAL climbing to 2,600 ft mean sea level (msl). While en route he planned to do an instrument approach at LAL, while his instructor handled the radio communications. He did not recall talking with Tampa Approach flying into BOW, but did talk with them approaching LAL. His instructor called the tower and gave a position report and advising the controller they were en route to LAL for a planned full-stop landing. The controller informed them to call them back when they were 2 miles out from LAL. They informed the controller that the flight was 2 miles away and while descending with the fuel selector on the left tank, the engine “absolutely quit.”

² According to ADS-B data, the first target on runway 9 at 1510:55.383 UTC was located about 732 ft from the runway 9 threshold.

³ According to ADS-B data the last target was over the approach end of runway 1 at 1537:49.719 and was located about 443 feet from the runway 1 threshold. SEF has a RNAV (GPS) RWY 1 approach.

⁴ According to ADS-B data, the 1st target was over runway 1 near the intersection of 14/32 at 1726:28.375

He looked at his instructor and told him “your aircraft.” While his instructor flew the airplane, he executed the engine failure emergency procedures which included moving the fuel selector from the left to the right tank position, checked both magnetos, turned on the auxiliary fuel pump to prime the engine, then moved the fuel selector back to the left tank position. He also checked the fuses and used the starter to start the engine noting it only “turned over” but did not start. The emergency procedures did not restore engine power. They made a radio call to the tower notifying the controller they had lost the engine and were unable to reach the airport. His instructor located a forced landing spot and flew towards it. While descending the left wing impacted a palm tree. He does not recall anything else but being on fire. They both were on fire. He looked at his instructor who was hollering. He reached over and pushed open the door which had been cracked open for the forced landing but he did not recall anything else. He has a vague memory of both of them standing away from the wreckage. Both laid down and the next memory he had was waking up in the hospital. He was burned over 85% of his body. He lost his left hand, and lost the use of his right hand.

His flight instructor had taught him to keep the fuel load balanced, and kept about 8 gallons of fuel in each tip fuel tank. On every other flight he would turn on the pumps to transfer fuel from the tip tanks to the main fuel tanks.

Was the boost pump on or off at the time the engine quit?

I don’t recall. He added that the switch to the boost pump was like a toggle switch. You had to hold it up for it to be in the boost position. Once you release it, it would go back to the off position on its own⁵.

Would you normally fly with the electric or auxiliary fuel pump on?

Always left on if he was not mistaken. His instructor was trying to boost the engine but it did not have any effect.

Was there any response when he checked the magnetos?

No change. It wouldn’t do anything. The engine would not fire.

What was the position of the landing gear for the forced landing?

He thought he lowered it for the forced landing. There was so much happening.

How long had he been on the left fuel tank since switching it?

30 to 40 minutes total.

How long was the flight from Sebring to Bartow?

10 to 15 minutes. He swapped the fuel selector once while airborne at Bartow and never got out of the airplane.

⁵ According to Textron Aviation, the switch will remain in the “on” position after being placed there and the hand is removed.

NTSB Questions Continued –

On the fuel selector could you feel when it was in the detent?

Yes, he could feel it. He was accustomed to it.

Did he turn the fuel selector off in anticipation of the forced landing?

No it was not turned off. It was either on the left or right fuel tank at all times.

Do you feel the flight instructor gave you a simulated loss of engine power?

No.

He was asked if he had any questions for NTSB?

I don't know what to ask. I don't know what could have been done different. When he boosted the engine using the auxiliary fuel pump the switch returned to neutral when he let go of it.

The call end time was 1441 EDT.

The digest was e-mailed to him for review on June 21, 2022. He replied on August 11, 2022 at 1407 EDT with, "I am sorry for taking so long to get back to you. I have been reading back over the record of our conversation and we seem to have some miscommunication. I want to clarify that I do not have a great memory of this whole ordeal. I have been going over and over in my mind this whole flight. It seems that one of the things that comes to my mind is your wording of the boost pump. The switch to the boost pump was like a toggle switch. You had to hold it up for it to be in the boost position. Once you release it, it would go back to the off position on its own. On another note, in your record of conversation, you mentioned there was a leg of the flight that went to Arcadia and you said that I said that I moved the fuel selector to the left tank and landed with the fuel selector on the left tank. I have no memory of going to Arcadia so I cannot answer any questions you have about the Arcadia flight. It looks like you are using information I gave you on the Bartow flight and applying it to an Arcadia leg of this flight that I don't remember. From: Tony Hargraves." The comments were incorporated into the narrative and the FINAL digest was e-mailed to him on December 22, 2022.

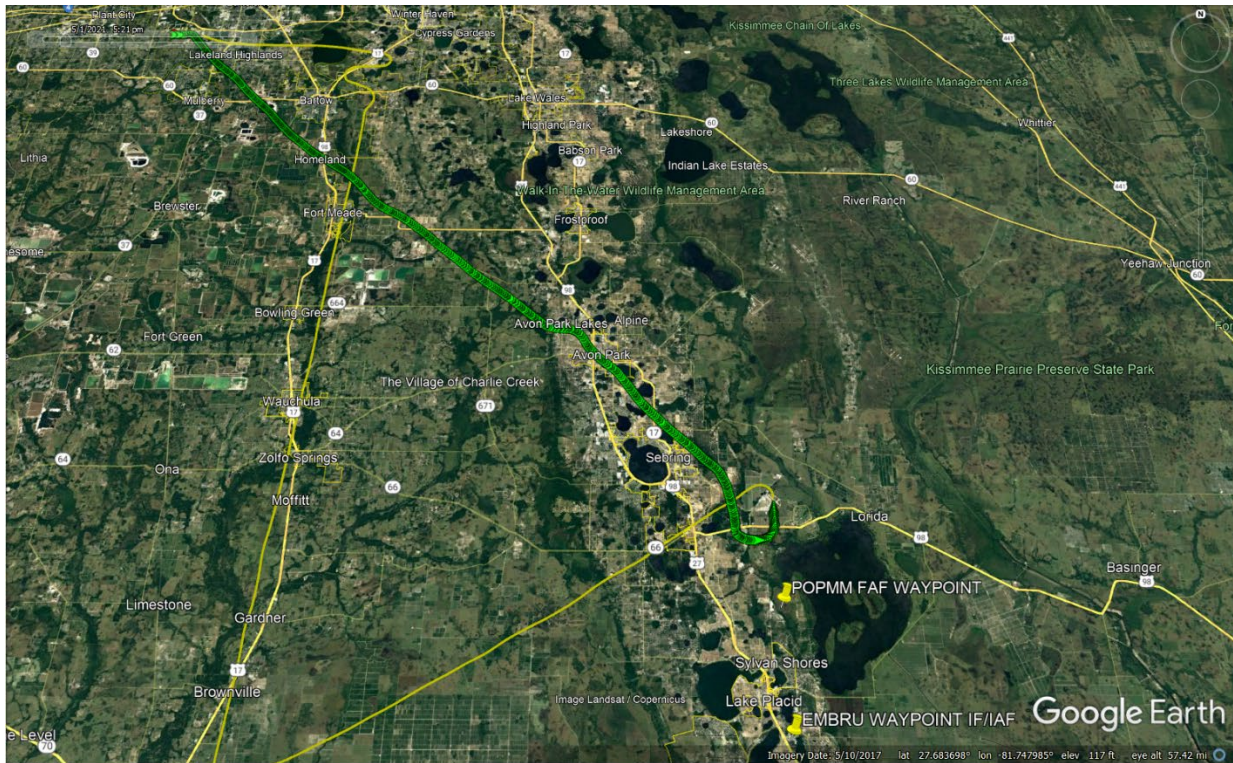


Figure 1: Google Earth Plot of ADS-B Targets of 1st Leg Takeoff, Approach, and Landing. Note the IF/AIF and FAF Locations as depicted.

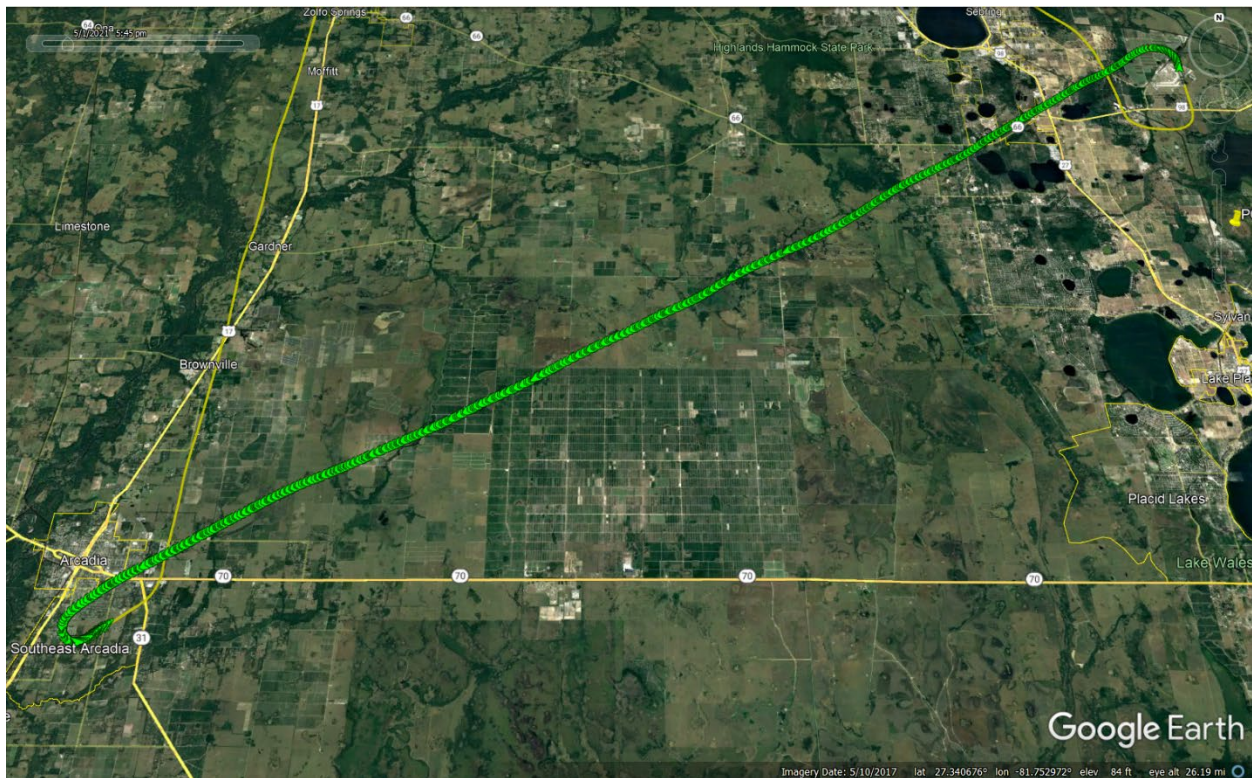


Figure 2: Google Earth Plot of ADS-B Targets of 2nd Leg Takeoff, Approach and Landing.

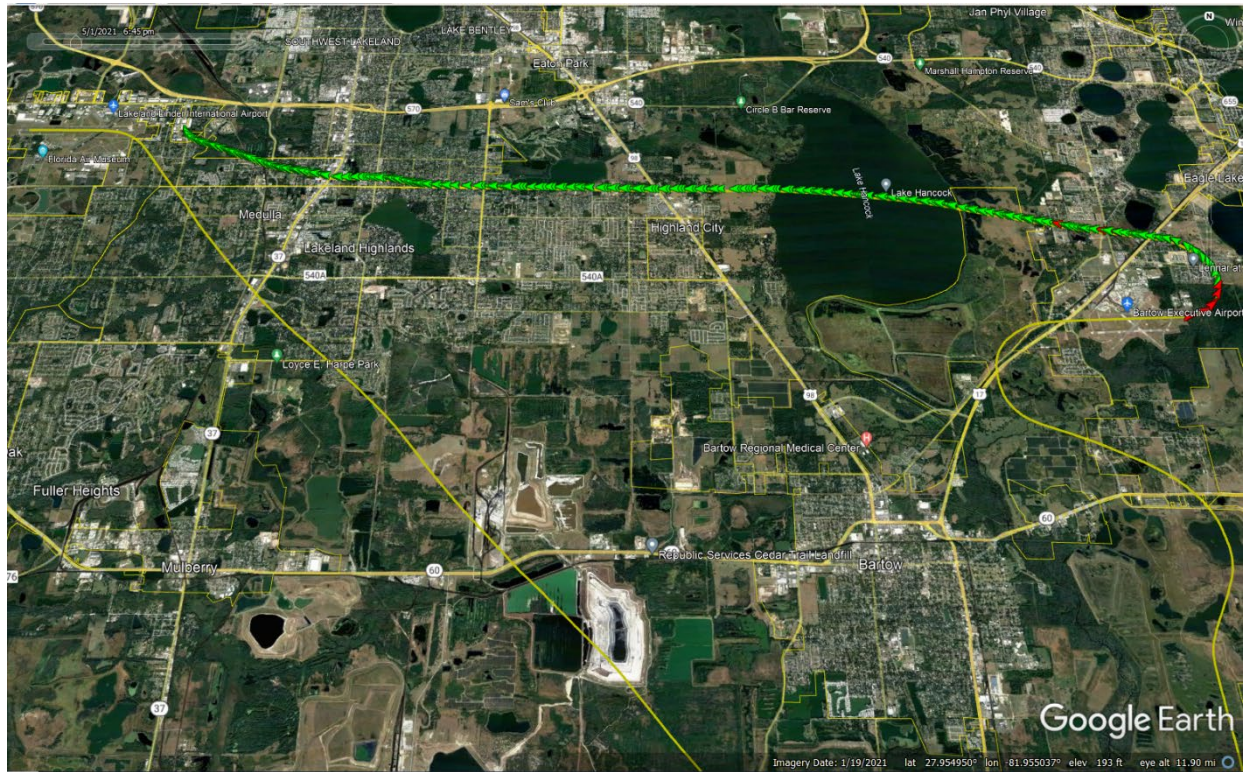


Figure 3: Google Earth Plot of ADS-B Targets Flying into KLAL; Accident Flight.