



RECORD OF CONVERSATION

Pilot Statement

Lynn Spencer
Air Safety Investigator
Eastern Region Aviation

Date: August 13, 2021
Person Contacted: Sam Cichon
Contact # [REDACTED]
NTSB Accident Number: ERA21LA310

Narrative:

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

Mr. Cichon was contacted by phone on August 3, 2021, at 1413 EDT. He was called at [REDACTED]. He provided an e-mail address of [REDACTED]

At the beginning of the interview, Mr. Cichon 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.

Mr. Cichon stated that he has a compression fracture in his back and is still on pain medications but agreeable to speaking with me. He stated that it was a normal morning, and he took the airplane for a test flight to 3000 feet to see where the layers were and see if there was any convective activity. This first flight was completed "without a hitch." He parked the airplane "for a time" until the first glider was ready to go. They performed a normal hookup and takeoff, and all was going normally. He felt the glider break ground. He was about 50 ft above the ground when the engine just quit. "It's a geared engine and it did not windmill; it stopped." There was no time to take any remedial action. He immediately put the nose down; however, there was too much drag from the tow line and the airplane stalled and "pancaked into the ground." He stated that he doesn't like the way the magneto switches are located behind the throttle and the start button is a horizontal push button on this airplane. He believes that the force of the airplane hitting the ground engaged the starter button, because when the airplane hit the ground, the engine restarted and that dragged the airplane around to the left where it impacted the snowplow/blower.

He added that they have had some engine issues, and he believes that they replaced the engine recently. About a week or two before the accident, they had replaced ignition leads. I asked how many times he had flown the airplane since this maintenance and he stated, "Many times . . . At least 20 times." He added that the engine started immediately when the starter button was depressed and that it did not feel like fuel starvation. "There was no sputtering . . . It just came to a halt."

He added that he will not be flying for them anymore.

The call ended at 1431 EDT.

The digest was e-mailed to him for review on August 13, 2021, and again on August 17, 2021, with an advisement that I would assume there were no edits if no response was received. As of September 1, 2021, no response was received. The digest was e-mailed to him on September 1, 2021.