



NTSB MEMORANDUM FOR RECORD

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National Transportation Safety Board

Date: 5/31/2022

Person Contacted: John Hakala (Zenith Pilot Ahead in Pattern)

NTSB Accident Number: ERA22FA233

Narrative:

Mr. John Hakala was contact by the NTSB Investigator-in-Charge. He was the pilot in command of the airplane in the pattern ahead of the accident airplane. His airplane was a Zenith STOL 701. The following is a summary of what he reported:

- The accident airplane was behind him, and he did not witness the event.
- He was informed earlier in the day by STOL Drag Leadership that STOL Drag qualifying was cancelled for later in the afternoon.
- He described that the pilot's were given the option to sign up for "traditional STOL". Given that the wind was favorable for runway 31, that was the runway that was going to be used.
- The traditional STOL was a "sign up if you want to fly" event. He stated that the traditional STOL was completely optional and felt "zero pressure at all" to fly. He recalled that a right traffic pattern was briefed.
- Immediately preceding the accident while he was on final approach, he heard "chatter" on the radio. He recalled hearing someone state, "what is going on?" And he heard someone state, "airplane down." He then heard Kevin Quinn (STOL Drag LLC. President) state to him over the radio that he should continue his landing and he did so.
- He stated that he was flying about 50MPH while on final approach that involved the accident. He recalled that during the approach to land the wind was not steady, and it was gusting. As compared to the previous landings he conducted in the traditional STOL, the wind was not any different on the accident approach.

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