

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL	TIME	DATE 08/03/2022
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION	ROUTING	
	SYMBOL	INITIALS
Dalton Wells - Witness		
Aaron McCarter - NTSB Investigator		
SUBJECT N88550 Accident at Cynthiana-Harrison County Airport		
DIGEST		
This record has been created from a recorded phone conversation in which Mr. West gave his witness statement about the accident involving N88550 on August 3, 2022 to Mr. McCarter. Mr. West was aware that the phone conversation was being recorded.		
Witness: I was out at the airport and two of my friends with me. We went up and fly for a little bit. We saw that the thunderstorm was building. My mom happened to be at the airport as well, because I was going to take her flying later. So we see that the thunderstorm starts building on the radar. I don't like how it looks, so I come in to land. I get on the ground, get out and sitting on chairs out at the deck there. Whenever I was landing, Doug and my mom were in the Cub and when I was on final, they asked me if I was on final, I said not yet, I am coming in. I was like, look at the storm, and he said roger that, I am just going to take your mom up for a quick flight. So he takes off, I get on the ground and I am looking at the radar and everything. The storm is traveling away from the airport at that time, so it didn't look like too big of a deal. They were gone for maybe 5 to 10 minutes...ish. Then we looked out and see that the aircraft is coming in from the left of the tree lines, from the city, it was just a few feet over the trees there, which is a very non-standard approach into the airport, as you're aware. I hear the aircraft go to full throttle momentarily and then the engine sounds a little funny. They pass over the trees on the other side. We don't see them for a minute. Then they pass, coming on the left, on the departure end of 29. They are very, very low. They just clear the trees to make that turn in. As far as I can recall, I don't remember hearing the engine running at this time. I see the aircraft stall and spin, impacting on one of the wings first before the nose hits the ground. (See continuation on page 2)		
CONCLUSION, ACTION TAKEN, OR REQUIRED		
DATE 11/16/2022	TITLE ASI/IIC	SIGNATURE STEPHEN C TRAVIS Digitally signed by STEPHEN C TRAVIS Date: 2022.11.16 15:16:02 -05'00'

Witnesses call 911, and we start running out there. By the time we get to the aircraft, there was a police officer that had gotten to the gate and had gotten there at the same time we did. At that point, since it was my mother, I turned the other way, my friends held me and we went from there.

Investigator: I would like to go back, you said that it was a nonstandard approach. Like when you are flying here, what altitude, what pattern altitude do you normally fly in before your turning into base to final?

Witness: The pattern altitude is 1700 feet and they were, as I said, a few feet over the trees as they came from the city. So, normally whenever you cross over the field, you want to 500 feet above pattern altitude, and they were well below pattern altitude, just barely clearing the trees as they came in from the left. So, it looked like they were crossing and then going to go into the downwind. They crossover and were barely over the trees on the right side. This is all from the perspective of the porch. And so, I could see they were basically, cause there is a river right there, so they were probably, just right at tree level on the river, on that right side as they turned left, and they did not go all the way down to the end of the runway either. They were about a third of the way down towards the end of the runway, whenever they the left turn and so there was no base leg at all. It was downwind straight to turn to go to the runway, which is why my first thought was engine trouble, cause I heard that it sounded funny whenever it flew over. It went to full throttle and then it sounded funny.

Investigator: You mentioned that it sounded funny. Can you describe the sound? I don't care what kind of noises or sounds you want to use, anything would help. Can you describe the sound of the engine?

Witness: So it was very silent as it crossed over the original set of trees on the left and as they got right above the runway, about to go into what we would go the downwind leg. I hear the engine go to full throttle, but it sounds like it is having trouble getting up there. It takes longer than it should for the aircraft to go to full throttle. It sounds very warbly and not very strong as the engine should sound. So, it sounded like it was choking a little bit as it tried to reach full throttle. And then after that, I did not hear any sounds as soon as it got past the trees.

Investigator: How did your mom come to get on board, is the pilot a friend of your mom?

Witness: The pilot is a good friend of the family. I have known Doug for many years, since I had started training out of that airport, he has been a good friend of the family. He has helped us out with a lot of things. She has been wanting to fly in that aircraft, since we were all there at the same time, she probably thought it was an opportune time to fly in that aircraft. I know that, just by knowing my mom, she would not have asked first and Doug probably would have offered. Cause I was actually suppose to stay out with my friends a little bit longer before I came back, but then the storm, I came in at the airport little bit faster than what I was supposed to be.

Investigator: Can you tell me what the winds were doing just before the accident?

Witness: So, the winds were dead calm whenever I took off and whenever I landed the winds were starting to pick up a little bit. However, they had actually died back down a little bit whenever they came in. So, it was, I would say probably 7 to 12 knots, some where around there. The wind sock was fluctuating a little bit, so it was gusty and it was a crosswind as well. The wind sock I saw never went all the way out, so I don't think it had been more than 15 knots.

Investigator: Okay, I am not going to ask you any more questions right now. That gives me plenty to go on for the time being. I may have some followup questions a little bit later.