

Timothy W. Monville
Sr. Air Safety Investigator
Office of Aviation Safety - Eastern Region

Date: April , 2024

Subject: ERA22FA387, Record of Conversation/Interview

Contact: Debi Shindler-Fox

Mrs. Shindler-Fox was interviewed at her home on August 30, 2022, at 1042 CDT. She provided a cell phone number [REDACTED] She provided an e-mail address of [REDACTED] Also present on the interview was Federal Aviation Administration inspector Greg J. Thurston.

At the beginning of the interview she 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. She 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; she agreed to the interview without representation.

She was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

Her home address is [REDACTED] Emily, Minnesota [REDACTED] She is not a pilot nor a mechanic and is not mechanically inclined. She had never flown in that aircraft. Vinnie's wife Terry had flown in that aircraft this past summer, while Vinnie had flown in that aircraft in the summer of 2021.

She was asked the following questions –

Explain where you were and what you heard or saw?

The door was opened and she was on the phone with her friend. The television was on likely, and the cat was sitting on the chair. She heard the pilot takeoff from the lake and planned to go outside to watch. She knew he was taking a passenger on a flight. She heard an abrupt stopping of the engine. She wouldn't say it was a pop. Mrs. Sundin Johnson (Rose) asked her if she heard a pop

sound.. She ended the call. Even their cat turned the head looking towards the woods. She did not hear the accident, and there was no explosion. She called Vinnie and then Terry (Vinnies wife) who was at CrossLake. She asked Terry to call Rose, who was driving in her car trying to find the aircraft. Debi said it sounded like it crashed in the Marsh area. Debi didn't hear any more sound on the aircraft. Terry texted Debi and said Rose had called 911. While sitting in her living room she heard a helicopter flying east of where the aircraft had crashed. Either Terry or Debi texted and said let's go on the pontoon boat to find the aircraft. Rose also tried calling the passenger but the only people who answered were the relatives of the passenger. She Debi texted Terry and asked if there was anything she could do. She and Terry went to Rose's and at the driveway met a sheriff's office deputy. While at Rose's, she (Rose) told her that she heard a pop sound, which Debi did not classify as a pop, but the engine did abruptly quit.

NTSB Questions Continued –

Did you ever see the aircraft?

No, it was too low. Typically, she would not see it immediately, but she could hear it.

She provided the following timeline-

1735-her 1st call to Vinnie which was within 5 minutes of the crash. He did not answer.

1735-She called Terry

1737- She called Rose

NTSB Questions Continued –

Did you call 911?

No, she was told by Terry that Rose had called 911.

Can you explain the weather conditions at the time of the accident?

It was gray but nor raining.

Was it windy?

She did not recall. It rained later that same day about 2230.

Explain the sound of the aircraft that you heard before abruptly quitting?

The "engine sounded normal" when compared with previous times.

How long did you estimate that you heard the engine?

Less than 5 minutes. It seemed like a really short period of time. When she saw the helicopter flying if different area, she knew they were not flying in the correct area for the sound that she had heard.

When did you 1st see the first responders?

They all left Rose's at 2042. Terry was texting Debi and saw an eyewitness saw the aircraft going down. She saw the 1st responders going down after midnight, between then and 0215. She did not hear any sirens, but she did hear chainsaws.

Did you hear any unusual sounds before the engine abruptly quit?
No.

Federal Aviation Administration Questions –

Do you know if the passenger was related?

Doug had a business called [REDACTED] The passenger wanted to spread his fathers ashes. The son was in the aircraft and she did not think the pilot knew him. Doug was at her place about a week before to take a table for refinishing. Doug makes canoes. She added that he was, "responsible and meticulous."

The interview ended at 1115 CDT.

The digest was reviewed with her during the interview and she agreed with the content. The FINAL digest was e-mailed to her on April 15, 2024.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: September 2, 2022
Person Contacted: Becky Kleager and David Rusterholz
NTSB Accident Number: ERA22FA387

Narrative:

Ms. Becky Kleager and Mr. David Rusterholz were interviewed on August 30, 2022, at 1151 CDT. She provided a cell phone of [REDACTED] and an e-mail address of [REDACTED]. The interview was performed on Minnie Lake Drive near the mailbox for [REDACTED] Emily, Minnesota.

Her permanent address is [REDACTED] River Falls, Wisconsin [REDACTED]. She is not a pilot or mechanic nor mechanically inclined. She was familiar with seaplane sounds since growing up.

On the date and approximate time of the accident she was at [REDACTED] Emily, Minnesota, and were unloading their car; thus they were in and out of their cabin. She heard an engine sound from an airplane she associated with being airborne and knew it was a small aircraft. By the sound she thought the airplane was flying low and thought the sound was from a sea plane. She said to her husband, "wow that seems to be a seaplane" that she thought was flying low.

NTSB Questions –

How long did you hear it?

About 2 minutes. Her husband wears hearing aids. Their relatives arrived at 1900 to [REDACTED] [REDACTED] Emily, MN, and they heard a helicopter flying making 3 to 4 passes after their relatives arrival.

Did you hear anything unusual?

"No, it sounded like a nice summer sound, nothing weird."

What was the sound like when you stopped hearing the engine?

No, nothing unusual, She did not hear the crash, and did not hear any sputtering from the engine.

She added later that time stamped on a receipt from Crosby, Minnesota was 1646 CDT. She estimated they arrived at their home at 1730 CDT.

As far as potential witnesses the Beamon Family and Friesner Family (last names) who live on Blue Lake Road West would often be home on a Sunday afternoon and evening.

The interview ended at 1202 CDT.

The digest was e-mailed to her for review on September 2, 2022. She replied on September 2, 2022, at 2346 EDT with comments that were incorporated into the narrative. The FINAL digest was e-mailed to her for final review on September 6, 2022. She replied on September 7, 2022 and again on September 15, 2022, correcting their permanent address. The change was incorporated and the FINAL digest which was e-mailed to her on September 15, 2022.



Timothy W. Monville
Sr. Air Safety Investigator
Office of Aviation Safety - Eastern Region

Date: April 15 , 2024

Subject: ERA22FA387, Record of Conversation/Interview

Contact: Jeffrey Cemensky

Mr. Jeffrey Cemensky, brother of the passenger was interviewed at the accident site on August 30, 2022, at 1822 CDT. He provided a cell phone of [REDACTED] and an e-mail address of [REDACTED]. Another family contact was RaNae, whose cell phone was [REDACTED]. Also present was Federal Aviation Administration inspector Greg J. Thurston.

He was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

His brother was not a pilot. After the crash the pvc pipe containing the cremated remains did not have any marks. They were in a gray colored pvc pipe that the pilot made. It was about 4 ft long. The night of the crash the sheriff's office personnel brought it to them. Personnel belongings such as a napkin, cash (\$177.00) and a clear bag with some ashes was also provided to them.

On the date and time of the accident they were outside waiting for the aircraft to fly over. Their location at that time was 46.794888° north latitude and -94.023694° west longitude, or [REDACTED] Fifty Lakes, Minnesota [REDACTED]. He indicated that the Go-Pro camera belonged to the pilot. Vikki planned to pay the pilot for the flight, but the pilot never mentioned anything to them about cost.

Rose called them at 1738 CDT and advised that the flight was in the air. She called back 15 minutes later and asked if they had seen the aircraft. The intention was for the pilot to fly around their house/acreage and aerial distribute the cremated remains. The pilot had told Rose that the scheduled departure at 1630 was delayed due to a storm cell. He indicated that the pilot had flown from the lake many times. He indicated that Lee was heavy, but the pilot said the aircraft can carry

300 pounds per person, or 600 pounds total. He estimated that Lee weighed 210 pounds and the pilot weighed 200 pounds.

After the remains were to be dumped the pilot planned to land on Wood Lake to drop Lee off. He indicated it was not very windy but was beautiful.

Federal Aviation Administration Questions –

What did you know about the pilot?
He was a certified flight instructor.

What were the cloud bases?
Very low.

Did Lee have a fear of going?
He was apprehensive but did not want to let anybody down. The pilot was willing to go by himself.

The interview end time was not recorded.

The digest was reviewed with him during the interview and he agreed with the content. The FINAL digest was e-mailed to him on April 17, 2024.



Timothy W. Monville
Sr. Air Safety Investigator
Office of Aviation Safety - Eastern Region

Date: April 15, 2024
Subject: ERA22FA387, Record of Interview
Contact: Vincent J. Dinella

Mr. Vincent J. Dinella was interviewed at his house on August 31, 2022, at 0808 CDT. He provided a phone number of [REDACTED] and an e-mail address of [REDACTED]

At the beginning of the interview 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 was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

His home address was [REDACTED] Emily, Minnesota [REDACTED]. He is not a pilot. On the date and time of the accident he and his wife Terry was at CrossLake restaurant when the airplane accident occurred.

He was asked the following questions –

Explain what you know?

He was first notified by Debi Shindler-Fox at 1735 CDT that Rosemary Sundin Johnson (Rose) heard a bang. Rose called Terry (his wife) or vice versa, and they cut their dinner short. Rose mentioned her husband was flying to Wood Lake, and he had departed to the south but she said she was not sure where he was going. Debi Shindler-Fox indicated she heard a bang or pop sound and then no engine sound. Rose's husband was flying with Lee Cemensky. His wife Terry called and texted Vikki but did not hear back. He and Terry arrived home, and his wife decided to help

look for the aircraft. They got on their pontoon boat to Wood Lake and noticed a helicopter flying. They then returned home and the sheriff's department arrived on Rose's property. He talked with the sheriff and was told they could not locate the wreckage. Eyewitnesses reported hearing a bang sound then saw the aircraft go down. At that time, it was getting dark and because he had previously cleared a path on his property, and because the airplane departed to the south and a pop sound was heard right away, he went down the path and called the pilot's name but there was no response. He continued down the path and, in a distance, noticed a light. He went into the woods towards the light and saw the wreckage but could not see the occupants. He went back to Rose's place and advised the sheriff's office personnel. He indicated that the sheriff's office personnel were worried about fuel but he did not smell fuel the 1st time he was near the accident site. He went back with the sheriff's office to show them where the wreckage was, and the passenger was wearing a flannel shirt and was on top. He didn't see any trauma on him. He then saw the pilot who was under the passenger. Both occupants looked pale. The sheriff's office individual checked for a pulse and the pilot was cold to the touch and the passenger was warm to touch but had no pulse.

NTSB Questions Continued –

What were the seating positions?

The pilot was in the front seat and the passenger was in the rear seat.

Did he personally know both occupants?

He knew the pilot but not the passenger.

Had he flown with the pilot before?

Yes, between 8 to 10 times.

In that aircraft?

Yes. He even flew the aircraft a little bit with the owner in the rear seat.

When was the your last flight in that aircraft?

Summer 2022. Terry flew with Doug over the July 4th weekend.

Was there any issue with the aircraft on any of their flights?

During the flight with Terry there was trouble starting the engine. The owner said they needed to go around the lake several times to warm the engine up. Doug was adamant about using a checklist and checking the boxes.

Did the aircraft have a shoulder harness?

No.

Did the owner express any issues?

The typical issues were a leaky carburetor bowl. The owner asked him about pitching the propeller blades, but he did not feel comfortable doing so. He also added that new springs were installed on

the exhaust. The owner drove the airplane to Florida in the last year or two to the manufacturer's place for re-certification.

NTSB Questions Continued –

Did you see the ashes vessel?

No he did not. He check his property for it.

What did you know about the pilots flight time?

He flew thru the summer. He was very cautious of weather. On the 4th of July 2022 he scheduled a 4-hour trip giving rides in his aircraft. Vincent did not know the pilot's flight time. If he had to guess he would say hundreds.

Are there any questions for NTSB?

No.

The interview ended at 0845 CDT.

The digest was reviewed with him during the interview. He agreed with the content. The digest was e-mailed to him on April 15, 2024.



Timothy W. Monville
Sr. Air Safety Investigator
Office of Aviation Safety - Eastern Region

Date: April 15, 2024

Subject: ERA22FA387, Record of Conversation/Interview

Contact: Rosemary Sundin Johnson

Mrs. Rosemary Sundin Johnson was contacted by phone on August 31, 2022 at 0921 EDT. She was called at [REDACTED] She provided an e-mail address of [REDACTED]

She was advised by e-mail when sending this document that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

She was asked about the recovery of the airplane by Wentworth Aircraft, and she agreed to it.

The call end time was not recorded.

The digest was reviewed with her during the call and she agreed with the content. The FINAL digest was e-mailed to her on April 15, 2024.



Timothy W. Monville
Sr. Air Safety Investigator
Office of Aviation Safety - Eastern Region

Date: April 15, 2024
Subject: ERA22FA387, Record of Conversation/Interview
Contact: Michael Percy, President of Sea & Sky, Inc.

Mr. Michael Percy was contacted by phone on August 31, 2022; the time was not recorded. He was called at [REDACTED] He provided an e-mail address of [REDACTED]

He was advised by e-mail when sending this document that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

He indicated that he is the lead person and President of Sea & Sky, Inc. He is a mechanical engineer and an Air Force officer.

With respect to the accident airplane, it was manufactured in 2010. The ignition system was equipped with kill switches which grounded the ignition system, each seat was equipped.

He was provided details about damage to the leading edge of one propeller blade and one cable from the right lower control bar attach point to the center forward attach was fractured 32 inches from the wing leading edge and 43 inches from the control bar. He indicated that it was "all but impossible" for that to occur unless the structure was "broken up." The aircraft stall speed was in the area between 36 and 40 mph.

He indicated that an engine failure is no compelling reason for the reported steep descent or crash.

He was asked the following questions –

Is there any buffet during stall?

The design is least susceptible to stall and spin. The wings have so much twist that as a pilot pushes out, that increased the resistance to pushing out. As the angle of attack increases the

wings try to push back as the nose pushed to the critical angle of attack. When at critical angle of attack, the center of the wings were at critical angle of attack (AofA) but the wingtips were at 0° AofA. In that instance the center part of the wing was in front of the pivot point due to the wing swept back point, and the back of the wing was trying to rise up. It is an extremely self correcting "very stable in pitch" aircraft.

NTSB Questions Continued –

Describe the stall characteristics?

The nose wants to drop. The only way to get to stall speed is in bank with accelerated stall. As the airspeed is increased more lift from the rear portion of the wing occurs which brings the nose up again.

What is the gear reduction?

It is either 2.27:1 or 2.43:1. He will check.

The call end time was not recorded.

The digest was reviewed with him during the call and he agreed with the content. The digest was e-mailed to him on April 15, 2024.



Timothy W. Monville
Sr. Air Safety Investigator
Office of Aviation Safety - Eastern Region

Date: April 15, 2024

Subject: ERA22FA387, Record of Conversation/Interview

Contact: Rosemary Sundin Johnson

Mrs. Rosemary Sundin Johnson was contacted by phone on August 31, 2022 at 1527 EDT. She was called at [REDACTED] She provided an e-mail address of [REDACTED]

She was advised by e-mail when sending this document that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

She indicated that Jon Messerer in Duluth, Minnesota, does the airplane maintenance. She also indicated that Jerry Johnson was her husband's brother. Jerry's wife cell was [REDACTED] Her husband comes from a family of pilots who operate "by the book." Her husband is not a risk taker. Prior to the accident flight her husband looked at the weather radar until going down to the lake to initiate the flight.

At this stage of the conversation she was advised of the progress of the investigation.

She indicated that her husband had flown with Michael Percy and Jeff Bell. She too had flown with her husband since 2007, and she had also flown with her husband's father.

The call end time was not recorded.

The digest was reviewed with her during the call and she agreed with the content. The FINAL digest was e-mailed to her on April 15, 2024.

Timothy W. Monville
Sr. Air Safety Investigator
Office of Aviation Safety - Eastern Region

Date: April 15, 2024
Subject: ERA22FA387, Record of Interview
Contact: Rosemary Sundin Johnson

Mrs. Rosemary Sundin Johnson was interviewed at her house on August 31, 2022 at 1551 CDT. She provided an e-mail address of [REDACTED]

She was advised by e-mail when sending this document that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

At the beginning of the interview she 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. She 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; she agreed to the interview with Terry Dinella as her representative.

She is not a pilot nor mechanic and is not mechanically inclined. Her husband had owned the airplane since August 2018.¹

She was the following questions –

Has there been any major problems with the airplane since owning it?
Only minor issues. Her husband, who was a flight instructor was “constantly” looking at it.

Explain how the flight came to be?

¹ According to Federal Aviation Administration Aircraft Registration File, the Bill of Sale indicated the pilot purchased the airplane on December 30, 2018.

People had heard about her husband and wanted him to fly the cremated remains for dispersal with the deceased's son. They called her husband, and they looked at dates to fly. Her husband looked at weather and the people associated with the remains wanted the flight to take place on Saturday. Her husband checked the weather every hour, and came up with an idea for storing then releasing the cremated remains. A length of pvc pipe was manufactured with a cap on one end and a "Seafoam" piece on the other end. He showed her what he had devised and she said she was not "keen" on the idea. On Sunday, August 28th, two gentlemen arrived. One individual agreed to carry the cremated remains which was preloaded in the plastic pipe. The plan was to aerial release the cremated remains. She mentioned that she loved flying with her husband and watching him takeoff. For the intended flight her husband kept the passenger with him for 1.5 hours while her husband watched the weather. Her husband talked about safety, and she added that her husband had a maximum wind of 8 miles-per-hour as his comfort zone. She (Rosemary) was in their living room when her husband checked the weather. Her husband said they were going flying, and she watched the airplane water taxi to the north end of the lake for a south departure. It seemed to her that there seemed to be difficulty climbing after getting airborne. She saw the airplane climb above the height of nearby trees then heard a "pop" sound, which was also heard by their neighbor (Debi Shindler).

NTSB Questions Continued –

Do you have any pictures of the manufactured pvc pipe?
No.

What is the shape of Minnie Lake?
"S" shaped. Her husband took off from the long part of the lake headed south. It is an 80 acre lake. Prior to departing her husband checked the "ribbon" and he always took off into the wind.

What were the water conditions?
It wasn't smooth or glassy but had light ripples.

How much fuel was onboard for takeoff?
I do not know. Her husband routinely kept the fuel tank full to prevent moisture.

How much did your husband weight?
Between 195 and 200 pounds.

Explain his health?
He was a robust, fit person who was the envy of other men. He was muscular, had a narrow weight, and strong legs. He was a Chief Master Sergeant. He had no addictions, and did not smoke. He was very healthy. He was retired military who had wellness checks performed. He exercised and lifted weights. She described his lifestyle as very active. They both were learning Spanish. He was a musician and an artist. Being healthy was very important for him. He did his military training at

Tyndall Air Force Base. Her husband also played Taps at military funerals. Her husband and she had sons in the military.

NTSB Questions Continued –

Explain the pop sound that you heard?

When the aircraft was over the trees past the south portion of the lake shore. It didn't look normal. She described it as a hesitation. She thought her husband was struggling in-flight with the airplane. She told Terry she did not like the way it took off. She had never seen that before. It was like a little hesitation. When over the trees she heard the pop sound once. Her 1st thought was that the PVC Pipe had hit the propeller. It seemed abrupt. There was silence after the pop sound. She got into her car and waited 10 minutes to call people at the receiving end.

When the pop sound happened did it sound like the engine or airframe?

She thought it was the airframe.

What was the airplane attitude when she heard the pop sound?

It was not banking. The aircraft seemed level. Typically, after takeoff her husband would return then proceed on the flight.

How long did you visually see the airplane airborne for?

About 2 seconds.

Did you witness the entire takeoff?

I did. I was standing at the top edge of their yard. She could even hear their voices before takeoff was started. She did not take any pictures or video of the accident takeoff.

From takeoff to the pop sound did the engine sound the same the entire time?

It didn't sound right. It sounded 'weaker'. It was "different, not as robust." She added that her husband would ride around on the lake until the engine gets to the proper temperature. Her husband was checklist oriented.

Did you see any smoke during takeoff or the pip sound?

No, I did not.

When was the last time your husband flew the aircraft?

On August 26th. It was a very humid night. He departed from the lake, flew about 4 to 5 miles to the north, flew west, then returned to the lake.

What was the total time in the air during that flight?

About 10 minutes. The airplane was not flown on August 27th.

NTSB Questions Continued –

Were there any issues on the August 26th flight?

“Not a stitch, everything was fine.”

Had he flown the airplane before with the same weight as the passenger?

Yes, last summer. Her husband’s rule was that if you could not get the seatbelt around you, he would not go. Visually, both of the gentleman who arrived on the 28th were about 200 pounds. The actual passenger was chosen because he was smaller than Jeffrey Cemensky.

Was the Go-Pro camera yours?

She purchase it for her husband as a Christmas gift a couple years ago. She thinks their other Go-Pro is in the shop.

How high was the airplane when she heard the pop sound?

Using her frame of reference she estimated it was 400 to 500 ft above the tree tops.

Did the airplane fly near/over Terry’s house?

No, towards the Deer Camp area.

Explain the phone calls that were made or received?

1726-she called Leo Cemensky’s cell phone and advised them the flight was airborne and would be in their area in about 5 minutes.

1735 Debi called Rosemary and asked “did you hear that.” That call lasted 42 seconds

1740-she called Leo Cemensky’s cell phone and the person said the flight had not arrived

1802-she called 911

1830-called Dave (her husband’s buddy in FL). This call lasted 42 seconds.

Did the pop already happen when she called Cemensky’s phone telling the flight was airborne?

Yes.

Where did the airplane become airborne?

With her on-board, the airplane lifted off before their house. This time the airplane lifted off by the house with 2 chairs, which was the 2nd from the south end of the lake on the west side of the lake. The airplane was still on the water past their house.

Did you know something was wrong because of the late airborne location?

Yes, it caught her breath. She described a steep climb.

How tall was the tallest trees on the south side of the lake?

About 70 ft tall. The aircraft wasn’t high about the tree tops, then she heard pop followed by silence. The last time she saw the airplane it was in a nose and wings level attitude. Her location

when viewing the rotation, and hearing the pop sound was 46.774204° north latitude and - 94.009684° west longitude.

NTSB Questions Continued –

Do you have any questions for me?

Yes. Does the NTSB/FAA conduct the same investigations?

Yes, the NTSB and FAA work together.

Any other questions?

No.

The interview ended at 1704 CDT.

The digest was reviewed with her during the interview and she agreed with the content. The FINAL digest was e-mailed to her on April 15, 2024.

Timothy W. Monville
Sr. Air Safety Investigator
Office of Aviation Safety - Eastern Region

Date: April 15, 2024

Subject: ERA22FA387, Record of Conversation/Interview

Contact: Michael Percy, President of Sea & Sky, Inc.

Mr. Michael Percy was contacted by phone on September 12, 2022, at 1146 EDT. He was at [REDACTED]
[REDACTED] He provided an e-mail address of [REDACTED]

He was advised by e-mail when sending this document that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

He indicated that the gearbox ratio is 2.27:1, and the 80 hp engine¹ comes standard with a 2.27:1 gearbox ratio. The maximum engine rpm of 5,800 correlates to propeller rpm of 2,555. They pitch the propeller for 5,500 rpm static, using an optical tachometer. The peak engine torque is between 5,400 and 5,500 engine rpm.

They bought the company from the original designer/builder and took it from a prototype to the current status.

NTSB Questions –

What is the name of the cable from the nose to the right lower control bar attach point?
Flying wire or control cables.

The call end time was not recorded.

¹ According to the Aircraft Operating Limitations, the engine is 81 horsepower at 5,800 rpm.

The digest was reviewed with him during the call and he agreed with the content. The digest was e-mailed to him on April 15, 2024.

Timothy W. Monville
Sr. Air Safety Investigator
Office of Aviation Safety - Eastern Region

Date: April 15, 2024

Subject: ERA22FA387 Record of Conversation/Interview

Contact: Jonathan Messerer

Mr. Messerer was contacted by phone on September 12, 2022, at 1246 EDT. He was called at [REDACTED]
[REDACTED] He provided an e-mail address of [REDACTED]

He was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

He indicated that in relation to the propeller blade replacement in 2021, the aircraft owner had the technical data in relation to the propeller blade pitch. He does not have the data the propeller blades would have been pitched to in 2021. He thinks the replacement blades were pitched to what the old blades were pitched to. Mr. Messerer indicated that the aircraft owner was very much involved in the inspections. The owner came down to him the end of June 2022, and wanted his airplane for the 4th of July 2022.

At this stage of the conversation he was asked if he had a work order for the 2022 condition inspection and he advised he does not.

He was asked the following questions –

Had there been any contact between the aircraft owner and yourself since the 2022 condition inspection had been completed?

No, no contact.

The call ended at 1256 EDT.

The digest was reviewed with him during the call and he agreed to the content. The FINAL digest was e-mailed to him on April 15, 2024.