



## RECORD OF CONVERSATION

Pilot Statement

**Lynn Spencer**  
**Air Safety Investigator**  
**Eastern Region Aviation**

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Date: November 17, 2021  
Phone Conversation with: Steven Turner (Pilot)  
Contact # [REDACTED]  
NTSB Accident Number: ERA22LA061

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### **Narrative:**

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

Mr. Turner called me from [REDACTED] at 1220 EST on November 17, 2021. He provided an e-mail address of [REDACTED]

Mr. Turner called to request clarification of the accident investigation process as he had never been involved with the NTSB and was not aware that the NTSB investigated experimental airplanes. He stated that he currently flies for Atlas. I explained the process and asked if he wished to discuss what happened on the accident flight.

He stated that he had landed just after the 1,000 ft runway markers, a 3-point landing which is the normal landing procedure for this airplane. He explained that this airplane is tailwheel airplane like a bush airplane and is 13 ft high. He stated that you must keep manifold pressure in until landing is assured. When you land, you pull the power off and roll out. After landing, he kept back pressure to keep the tail down, and "happy feet" to ensure a good rollout as the airplane was too fast to taxi and too slow to fly. The airplane started to drift left, and he attempted to correct the deviation however the airplane departed the runway into the grass. "The wind was 8 kts and that can make you light on one side" and he was attempting to avoid a ground loop. He stated that he straightened the ground path and was unconcerned about going into the grass with this airplane; his goal had been to counter the left movement so that he did not ground loop. He was surprised that they impacted a ditch. He thought it was just high grass. "The tall grass was not tall grass."

I asked him what kind of flight this was and about his experience in this kind of airplane. He responded that this was a personal flight . . . him and some friends. It was a beautiful day to fly. He has about 400 hours in a tailwheel airplane, and 35 hours in this airplane. When he landed AWOS was calling calm; however, the Operations Manager said that they were calling 8 kts at the time. He stated that there were no preimpact anomalies or malfunctions. This airplane sits 13 ft tall, so he was not worried about going into the grass. He had gotten it straightened out and thought it was going to roll out but then hit the ditch.

The call ended at 1247 EST.