



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: April 25, 2022
Person Contacted: Justin Buchanan
NTSB Accident Number: ERA22LA203

Narrative:

Mr. Justin Buchanan was contacted by phone on April 25, 2022 at 1618 EDT. He was called at [REDACTED]. He provided an e-mail address of [REDACTED].

He was driving a car using hands free, but because of distracted driving he was advised to call when he was at his destination.

He returned the call the same day at 1708 EDT, from the same phone number.

At this stage of the phone call 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 indicated that he holds a student pilot certificate, certificate number [REDACTED], issued July 31, 2019. He had about 58 hours total time, of which nearly all were in the accident make and model airplane.

He was asked the following questions –

What was the purpose of the flight?
He was practicing solo, and planned to stay local to 2W2.

What was the time of the accident?
About 1800 hours local.

Tell me what happened?

For context earlier that day he had flown the airplane and did 3 full-stop takeoff's and landings at 2W2. The wind was a little stronger earlier in the day and he planned to fly some more later that day. He departed 2W2 about 1730 from runway 32 and remained in the airport traffic pattern, and during the approach with a near calm wind the flight was too high and fast. He performed a go-around, remained in the airport traffic pattern, and debriefed the last approach reminding himself to fly a little slower. On final approach he was a little high and fast, but he felt more in control and decided to continue the approach reminding himself that the wheels needed to be on the runway by midfield. He continued the approach but realized that the flight was too fast and because he was just above the runway thought the airplane would be touching down soon, but thought the airplane was still in a position to land. The airplane touched down, though he could not recall the speed or touchdown point. Being past the go-around point, he knew the flight was too fast. He applied aft control yoke, and applied the brakes but the airplane was moving too quick. Approaching the end of the runway he maneuvered a little to the left for additional hard surface in an effort to extend the available distance for stopping, but the airplane rolled onto grass and he could not stop the airplane. When the flight was past the end of the runway onto a slope, the airplane nosed over. Because he was wearing the seatbelt and shoulder harness he was not injured.

Was there anything wrong with the airplane that caused the accident?

No.

Were the flaps extended?

They were lowered to 30° then on short final extended to 40° after realizing the flight was high and fast.

Do you have any questions for NTSB?

No.

The call ended at 1728 EDT.

The digest was e-mailed to him for review on April 25, 2022. He replied on April 26, 2022, at 1650 EDT with, "Hi Tim, I have received the record of our call and no changes are necessary. Thank you, Justin." The FINAL digest was e-mailed to him on April 28, 2022.