



RECORD OF CONVERSATION

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Eastern Region

Date: April 27, 2022
Person Contacted: Gloria Smith
NTSB Accident Number: ERA22LA208

Narrative:

Gloria Smith was contacted by phone on April 27, 2022 at 1105 EDT. She was called at [REDACTED]
[REDACTED] She provided an e-mail address of [REDACTED]

At the beginning of the call, 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 provided her date of birth and home address of [REDACTED] New Hampton, New York [REDACTED] She is the sole owner of the airplane which did not have toe brakes, rather it had a hand brake.

She was asked to explain the purpose of the flight –

About 0800 that day she departed from Orange County Airport (MGJ), Montgomery, New York (home base airport) flying a flight instructor and another individual to Cherry Ridge Airport (N30), Honesdale, Pennsylvania, where she landed about 0830. She was flying them to N30 so the owner could pick up his aircraft. There were no problems with the airplane or engine during the flight.

Was any work performed or fuel purchased at N30?

No work was performed but she did add fuel, which topped the fuel tanks. The total capacity was 60 gallons, of which 57 were usable.

NTSB Questions Continued –

Were you planning to fly from N30 to MGJ?

Yes

Explain what happened –

She performed a complete preflight inspection and checked the fuel tanks for contaminants; none were found. She intended to depart from runway 18, but because of the location of the taxiway in relation to runway 18 (Figure 1), she taxied onto the runway and back taxied to the approach end of runway 18 on the narrow runway¹. There is not a lot of room to turn around (Figure 2) and she began making a sharp left turn, but during the turn a Goose went from 1 side of the runway to the other and that caused her to release or relax the turn. The right main landing gear went off the edge of the runway onto soft grass. She added throttle to avoid sinking, but the airplane went down a steep slope on the right side of the runway. She described the edge of the runway being about 4 to 5 inches above the height of the ground in that area, and also an area where the edge was broken.

Was she injured?

No.

What restraint was she wearing?

Seatbelt and shoulder harness which were snug

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

Not at all.

Have you been at N30 before?

Yes. During her arrival that morning she could see wildlife (deer) and Geese which were not unusual.

Did the emergency locator transmitter activate?

I don't believe it did.

Was the airplane insured?

Yes. Adam Martz is the insurance adjuster.

Do you have any questions for me?

No.

The call end time was 1130 EDT.

The digest was e-mailed to her for review on April 28, 2022. She replied on May 2, 2022, at 1135 EDT and again at 1904 EDT with comments that were incorporated into the narrative. The FINAL digest was e-mailed to her on June 3, 2022.

¹ According to AirNav.com, the runway is 2,986 ft long and 50 ft wide.



Figure 1: Google Earth View of Portion of N30 Runway, taxiway location, and estimate resting Position of the Airplane.



Figure 2: Google Earth View of the Approach End of Runway 18 and Small Turn-Around.