



RECORD OF CONVERSATION

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Eastern Region

Date: July 14, 2022
Person Contacted: Pete Marlen Greene
NTSB Accident Number: ERA22LA299

Narrative:

Mr. Pete M. Greene was contacted by phone on July 14, 2022, at 1007 EDT. He was called at [REDACTED] and left a voice mail message. He returned the call the same day at 1023, but NTSB was on the phone with Federal Aviation Administration (FAA) inspector Javier R. Cruz. Mr. Greene was contacted at the same phone number at 1028 EDT. He provided 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 provided a home address of [REDACTED] Pembroke Pines, Florida [REDACTED] His date of birth is [REDACTED] and his pilot certificate number is [REDACTED] He holds a private pilot certificate with airplane single engine land and airplane multi-engine land ratings (AMEL); the AMEL was added in June 2022. The add-on training and checkride were conducted in a PA-30. The checkride was given by a Federal Aviation Administration (FAA) designee. He has Basic Med June 1st. He has about 300 hours total time, and about 50-60 hours in the accident make and model airplane.¹

He was asked the following questions –

¹ He indicated that a friend of his has an Air Cam and he often flies in the rear seat with him sometimes flying the airplane.

NTSB Questions Continued –

What was the purpose of the accident flight?

He was flying from Lake Placid, Florida to Sebring, Florida for breakfast.

Did you have a flight plan filed?

No.

Did you talk with FAA air traffic control facility during the flight?

No.

Explain in detail the accident flight beginning with your arrival at the airport until getting out of the airplane?

He arrived at Lake Persimmon Airstrip (03FA), a private airstrip located in Lake Placid, Florida at about 0700 EDT. After his arrival he opened the hangar, performed a walk around of the airplane, which included a check of the fluids and fuel. He added that, “he is very safe and everybody knows it”, and “I checked everything.” He either texted or called his friend who was 12 miles away to see if he was departing soon. After his check of the airplane was completed he pushed the airplane from the hangar onto grass, got into the cockpit where he checked the flight controls for freedom of movement. He started the engines, turned on the aircraft radios and taxied to the approach end of runway 9. He performed a run-up of the engines which included a check of the magnetos, again verified the control stick had complete freedom of movement, and prior to departing announced on the Lake Placid Airport (LKP) common traffic advisory frequency that he was departing from 03FA. His friend had already departed and he then departed 03FA en route to Sebring Regional Airport (SEF), Sebring, Florida. While airborne he “met up” with his friend and flew to SEF arriving from the southwest. He turned onto the base leg of the airport traffic pattern for runway 1 and his friend was 1 mile ahead. His friend turned onto final leg of the airport traffic pattern for runway 1, while he was 1 mile behind. He turned onto final leg of the airport traffic pattern for runway 1 and “overshot” the extended runway centerline. He noted his friend turned off the runway and his airplane was not on the runway centerline and was low. The airplane contacted the runway and bounced which he was not ready adding that the airplane, “hit that hard.” He knew the flight was right of the runway centerline so he added full throttle to both engines to depart the northeast of runway 1. During the go-around he felt the airplane’s right wing not lifting in response to left aileron input adding that the airplane was banking hard to the right, but it was climbing. He noted that left aileron control input was not correcting the right roll, so he reduced power to both engines which slowed the airplane. He knew that left rudder and left aileron input was not correcting the right roll. The airplane impacted the runway on the right nose and wing, despite left aileron and rudder control input. He did not recall when the airplane hit on the right wing if it damaged the outer portion of the wing in the area of the aileron. His buddy who had landed taxied over and saw that he was bleeding. They found his cellular phone and called his wife that there was an accident but he was OK. A paramedic based at SEF came to his attention and he was transported by ambulance to the Highlands County hospital.

At this stage of the conversation he added that he knew there was a long runway at SEF² When the airplane bounced he knew he had to perform a go-around, but during the go-around left aileron input would not let him raise the right wing or roll to wings level.

NTSB Questions Continued –

What time did you depart 03FA?

About 0715. The flight was planned to only be 10 to 15 minutes.

What seat was he in?

Front.

What restraint was he wearing?

The seatbelt and shoulder harness that had a strap over each shoulder.

Explain his injury?

He sustained an arterial scalp bleed. He was trauma life flighted to a hospital in Fort Pierce because of the arterial cut. He sustained road rash to his right wrist, right hand and right shoulder. He also sustained a contusion to his left shin. They sutured the cut artery. He also had a right orbital fracture and mandible fracture but there did not require surgery.

What were the rpm drops during the magneto checks before departure?

The needle dropped very little. Less than 100 rpm for each, maybe 50 rpm each one.

When did you buy the airplane?

April 13, 2022.

Since you have owned the airplane have you had any issues with the flight controls and specifically the ailerons?

No sir.

Was there any on-board video, Go-Pro camera or engine monitor?

No sir.

What attitude was in the airplane in on the 1st bounce?

He was coming in normal. He could not get left and the airplane bounced pretty hard. The airplane went to the right, and he added full power adding that it “hit quite hard” which he was not ready for the airplane to bounce.

How high did the airplane bounce?

A couple feet, or enough for him to perform a go-around.

Did the engines respond when you added power to go-around?

Yes.

² According to AirNav, runway 1 is 5,234 ft long and 100 ft wide.

NTSB Questions Continued –

Was there any issue with the engines?

Not that he noticed. He could not get the right wing to come up. He turned south, and with left aileron and rudder input he could not “level the wings.” Maybe the right wingtip hit the runway. He hasn’t seen any pictures of the airplane.

Why did you land hard the 1st time?

He was not ready to land yet. He did not think he was there yet.

Was the reason for the 1st landing misjudged altitude?

I honestly don’t know. I was not ready for the 1st contact.

Do you recall where you were looking at the 1st touchdown?

He was looking to his left to see if he could get to the runway centerline. He doesn’t recall how far down the runway he was looking when it touched down and bounced. He was trying at the time to get to the left because he overshot the runway.

Prior to touchdown was there a problem with the flight controls and specifically the aileron?

No. I turned left onto final approach and overshot the extended runway centerline. I was coming back when the airplane touched down. After the hard landing and during the go-around he tried to raise the right wing with full left aileron input but he could not level the wings. The right wing was down.

Did you have full left aileron control input applied during the go-around?

Yes sir. I was fighting especially when returning.

Did you look at the right wing to see if there was any damage as a result of the 1st hard landing?

No, I did not. The whole thing was a shock to him. From the bounce to the go-around everything happened so quickly.

For the aileron control did you feel anything unusual after the 1st hard landing compared to before?

I don’t recall. I had full left aileron input. For about 10 to 15 seconds he was trying to roll to wings level but could not.

What flight control axis was the issue?

Left aileron and left rudder did not help.

Was it both the aileron and rudder/

I don’t know.

Where are the maintenance records?

The airplane’s last annual inspection was performed on April 15, 2022. It was done at 03FA, which is owned by 3 people.

NTSB Questions Continued –

Are you taking any medication for pain?

He hasn't taken any prescribed medicine for pain since the morning of July 13th.

What medicine had he been taking?

Tramadol

Do you feel clear headed enough for the interview?

Yes sir.

The call end time was 1115 EDT.

The digest was e-mailed to him for review on July 14, 2022. He replied on July 25, 2022, at 1908 EDT with, "I have no changes to this document." The FINAL digest was e-mailed to him on July 29, 2022.