



RECORD OF CONVERSATION

Flight Instructor Statement

Lynn Spencer
Air Safety Investigator
Eastern Region Aviation

Date: August 22, 2022
Person Contacted: Dan Rossi (CFI)
Contact # [REDACTED]
NTSB Accident Number: ERA22LA369

Narrative:

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

Mr. Dan Rossi contact me by phone on August 22, 2022, at 1432 EDT. 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.

Mr. Rossi stated that the flight was scheduled as Lake County Executive Airport (LNN), Willoughby, Ohio, to Chautauqua County/Jamestown Airport (JHW), Jamestown, New York, as the 100 nm night cross country flight for his student's (Larry Zupon) commercial pilot certificate. He made sure it was topped off with fuel before the flight; and the airplane was great. Mr. Zupon performed the preflight inspection while Mr. Rossi became familiar with the JHW runway lengths, airport elevation, etc. They started the engine at 930 pm, took off, went to 5,500 ft mean sea level, and contacted CLE Approach for VFR flight following. They then were switched to Buffalo Approach. 10 minutes after reaching 5,500 ft it was apparent that they were going to go through clouds, so they requested 4,500 ft. The controller gave them their discretion for altitude, and they opted for 4,000 ft. There were no anomalies whatsoever. They loaded up RNAV 7 approach into Jamestown, and Mr. Zupon briefed and flew the approach. The landing flare was a little late and the touchdown was somewhat hard; however, they started their touch and go-procedure (carb heat in, flaps up), made their last call on the airport frequency, and switched to Buffalo Approach. Just then, the engine started to sputter. They turned to see if they could land back at JHW; however, it was evident that they were not going to be able to make the airport. They informed Buffalo Approach of the engine issue. Mr. Zupon suggested that they land on the water. Mr. Rossi declined. Mr. Rossi stated that it was like the engine was at idle, just sputtering. It had gone from 2,600 RPM to 2,200 RPM. The propeller was windmilling, and never ceased. They attempted to add carburetor heat, yet that did not restore engine power. They pitched for best glide and the fuel selector remained on BOTH. "It seemed like the engine was being deprived of

fuel or air. Full throttle, full mixture. Pitch for best glide and find a landing spot . . . Middle of nowhere at night.”

Buffalo Approach advised that there was a private airport below them. Mr. Rossi took controls and started to spiral while Mr. Zupon attempted to locate the private airstrip. They made their last turn and could not identify the airport. They maintained best glide and went forward into the trees. Mr. Rossi lost his eyeglasses in the impact with trees but was able to open his window and get out of the airplane. He went to a nearby house and asked them to please call 9-1-1. He returned to the airplane and as he approached, he could hear fuel leaking, and he directed Mr. Zupon to get out of the airplane immediately. Mr. Zupon was able to exit the wreckage and they walked away from the airplane and waited for assistance.

The call ended 1455 EDT.

The digest was e-mailed to him for review on 8/23/2022. He responded on September 13, 2022, with edits that were incorporated into the digest. The final digest was e-mailed to him on September 19, 2022.



RECORD OF CONVERSATION

Pilot Receiving Instruction Statement

Lynn Spencer
Air Safety Investigator
Eastern Region Aviation

Date: September 8, 2022
Person Contacted: Larry Zupon (Private Pilot)
Contact # [REDACTED]
NTSB Accident Number: ERA22LA369

Narrative:

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

Mr. Larry Zupon returned my call on September 8, 2022, at 1035 EDT. 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.

Mr. Zupon stated that he was training for his commercial pilot certificate and Mr. Rossi was filling in for his flight instructor. The accident flight was his night cross-country flight and they departed at 930 pm. The flight to Jamestown (JHW) was uneventful. They did a touch-and-go procedure JHW, then turned crosswind then downwind and headed back to the east. About 3-4 minutes after leaving the airport environment, while over Chautauqua Lake, there was a distinct "miss" with the engine . . . "it missed then caught." About 10-15 seconds later, it missed again. It did this 4-5 times (miss then loss of power). The last time it missed, the engine just quit. At the time they were about 5,000 ft msl. They had left CTAF already and were with Buffalo for VRF flight following. Mr. Rossi advised ATC that they had lost engine power, and ATC advised that they were above a private airport (Goose Creek Airport, NY89). Mr. Zupon said the Cessna had a Garmin 430 and he was able to locate NY89 on his iPad. Mr. Rossi asked him if he wanted to give him the controls since Mr. Zupon was navigating and he responded yes, and they had a positive exchange of controls. Mr. Rossi established best glide speed and he flew and Mr. Zupon navigated them to NY89. They flew about two circles over NY89; however, it was "absolutely black" below them. The landing light was ON, and they could see nothing at all. Mr. Zupon directed, "We're just past the field, come back to your left," and Mr. Rossi was doing so when the landing light illuminated trees. About 5 seconds later, they impacted the trees. His next memory was standing in a back yard talking to a sheriff.

I inquired if they used carburetor heat during the touch and go maneuver. He responded that the Carburetor Heat was ON during the approach to JHW. When they landed, they pushed the carb heat in, then took off. When the engine was missing, they applied carb heat and there was no observed change in engine power. He was not sure how long we had left the carburetor heat on but suggested that it could have been as little as 10-15 seconds. They really did not have much time to try much else given the darkness and their low altitude at the time of the loss of engine power. The propeller was windmilling.

We discussed that the weather conditions were conducive to carburetor icing at all power settings. I advised that many people turn off the carburetor heat too soon, but they we will be examining the airplane and engine to attempt to locate a reason for the loss of engine power.

The call ended at 1058 EDT.

The digest was e-mailed to him for review on September 8, 2022. He replied on September 9, 2022, at 1226 EDT with comments that were incorporated into the narrative. The corrected digest was e-mailed to him on September 13, 2022.