

Diamond Industries Aircraft
Orlando, FL
October 25, 2022
ERA22LA395

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

SURVIVAL FACTORS SPECIALIST FACTUAL REPORT

Attachment 1 Record of Conversation Summary

(1 Page)

Interview: Left seat pilot

Date: October 25, 2022

Location: Phone

Present: Ralph Hicks (NTSB)

The pilot was interviewed over the telephone. He was seated in the left front pilot's seat with a private pilot seated in the right seat. He described the right seat pilot as being about 70 inches tall and weighing 149 pounds, which was his last reported height and weight on his FAA medical exam.

They were sitting at the runup pad and a quartering, left headwind was picking up, at some points gusting to 60 knots (the last call he recalled from tower). They were pointed approximately 130 deg, for runway 7, and were perpendicular to the runway heading southeast. The weather system seemed to be moving out of the south. He applied elevator control down and left aileron into the wind. He felt the left wing bouncing around a little more than the right wing.

The wind then lifted the left wing off the left main gear, it felt like it was pushing them over the ground to the right. He could not say if the right main gear was on the ground at that point or not. He thought it may have been off the ground as well. Next, they tried to shut down the engines, not knowing how severe it would be. He grabbed for the engine masters, and that is where his memory stops.

Whatever happened after that he does not remember. The next thing he recalled was waking up in an inverted flight deck. His feet were in the left pilot's seat (his seat) and his head was over the center pedestal, toward the right seat. The right seat pilot's head was near the PFD/MFD. He never turned around to see where his legs were. There was no response from the right seat pilot.

His three-point lap belt and harnesses were fastened prior to the event, set as if ready for flight (not relaxed or loosened). Tight across the shoulder and lap. The seat belt was not around him when he woke up; he did not recall why he was not strapped in. He stated that he must have slipped out somehow.

Seat back positions: There is a placard on the sidewall with three seat positions. Full upright, full aft, and then a centered red position. There is a red mark, and you line up the seat back with that position. His seat was lightly aft of the full upright position. He believes that the right seat pilot's seat back was a little more upright than his position.

Canopy was closed and locked. The canopy folds upward to the front (there is a hinge near the lower front part of the canopy). He believes that the DA-40 and DA-42 canopies are the same design, maybe slightly different in size. Canopy glass was shattered. There was a built-in roll bar right above your head. That was missing when we were flipped upside down.

The first responders arrived and put an air cushion under the right engine nacelle and lifted the wreckage. They helped pull him out by his feet as he tried to crawl out. They then put him on a stretcher. The right seat pilot remained inside.