

RECORD OF		☒ VISIT	☐ CONFERENCE OR	☐ TELEPHONE CALL	TIME 0900L	DATE 12/03/2022	
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION						ROUTING	
						SYMBOL	INITIALS
Roger McDowell (b)(6) (b)(7)(C)							
SUBJECT Witness: neighbor that was first on scene at the event (N3515H)							
DIGEST							
Mr. Roger McDowell is a resident of Falmouth Airpark (5B6) and has lived there about 30 years. He was out front raking the leaves when he heard a noise. He knew it was something and he saw the plane so he got his golf cart. He headed over to the aircraft and saw nothing and no one was moving. He said he saw Rae in the left seat and Candie in the right. Candie was making noises but Rae was not moving or making any noises. Rae was laying on Candie's lap and her seat was back. Mr. McDowell attempted to open the door to help them but he was unable to get it open. He called 911. He stated he saw no smoke but did see there was extensive damage to the aircraft. When he came up to it, it appeared it was more crumpled on Candie's side and the right wing was separated. He said the pictures on the news were accurate as to what it looked like from what he could recall. His theory was that the sun was blinding.							
CONCLUSION, ACTION TAKEN, OR REQUIRED							
DATE		TITLE Aviation Safety Inspector			SIGNATURE CHRISTI M CUSHING Digitally signed by CHRISTI M CUSHING Date: 2022.12.09 10:09:11 -05'00'		

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 0900L	DATE 12/4/2022
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
SUBJECT Airpark President; one of the first on the scene after the event			
DIGEST			
Mr. Ed Stadelman has lived at the airpark for about 20 years. He was the airpark president for 12 years with a brief break and recently, about 2 or 3 weeks ago, he became the president again. Since he's been there, the runway length and the perimeter hasn't changed much. At the end of runway 7, they did a land swap with a developer so they could clear away more trees. There is nothing really in the NOTAMs about the trees at both ends of the runway but they are mentioned in the chart supplement. Mr. Stadelman mentioned they used to have a homemade VASI for 25 to help pilots with the descent angle but they took it out and put in a lit windsock. He said it is more than a 3 degree angle, probably closer to 3.5 but it isn't noted anywhere. If you keep at the 3 degree glide path, you get very "cozy" with the trees. If you're on the instrument approach, you will hit the MAP at MDA which is about a 3.5 degree angle. MassDOT comes in for a yearly inspection and everything goes well except they mention the trees as an issue. They've trimmed the trees as far back as the property goes. The trees off runway 25 are approximately 50-100 feet high and they are pines and oaks. The branches that were broken off were left where they were after being struck by N3515H.			
In regards to the aircraft, Mr. Stadelman noted it was a 3-bladed propeller on N3515H which is not standard. It also had a modified engine which made it quite a bit heavier. He said Candie modified it for the 99s air races. He wasn't sure exactly what engine it was but guessed maybe a 540 or 550.			
(OVR)			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 12/4/2022	TITLE Aviation Safety Inspector	SIGNATURE	

(CONT)

In discussing the air park, Mr. Stadelman mentioned it's an airport that started out as a grass strip back in the 1950s. Somewhere around the early 1980s, it was developed into an air park by a development group from Yonkers. The strip was paved in either the late 1970s or early 1980s. When the property at the end of runway 7 acquired, they made sure it was part of the agreement that any new development must be made aware that they are the centerline for a runway.

On the 2nd, Mr. Stadelman flew out before Candie and Rae departed. He saw them at the pump where they got 27 gallons. He wasn't sure exactly how much their Mooney burns but if it was like his aircraft that has a 540 in it, they would burn around 17 gallons. He knew for their flight they were at 4,500 feet and they were headed out for lunch. He said he would not be surprised if they had no fuel in the outboard tanks because that's how they generally flew. He also mentioned that they use ForeFlight on their iPads.

In discussing the air park, he said he talked to Drew Mihaley (from MassDOT) and they would open the air park on a "prior permission required" status so they could the residents, who couldn't get back in due to the accident, back but keep out anybody else.