

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 19:07	DATE 06/03/2023
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Josh Smith / phone [REDACTED]			
SUBJECT N601YP Accident - observation and statement from nearby landowner			
DIGEST			
This telephone record is transcribed from handwritten notes made during the call:			
Mr. Josh Smith called my phone at the request of a friend of his, retired corporate pilot Mr. Rick Norton, who knew about the investigation of the crash of N601YP. Mr. Smith, a local landowner, stated he had witnessed the what he believed to be the accident aircraft flying over his property near the airport (K8A0, Albertville, AL Regional Airport) around 12:30-12:45PM on Saturday 06/03/2023. He stated that he noted the aircraft was going very slowly and it appeared to 'stall and then recover' or 'porpoise' several times. Then it appeared to 'stall' and then rolled left and right. He stated the engine sounded smooth but at a low power level and was 'quiet'. The aircraft went out of his sight behind trees and other obstructions. He stated he thought it was a bit odd, but assumed it was not significant since he was accustomed to seeing planes doing flight various types of training maneuvers (his property is underneath the traffic pattern of the airport). He did not report what he saw until a friend and pilot (Mr Norton) mentioned to him that there had been an aircraft lost in an accident nearby. Mr. Smith realized it was about the same time he had made his observation. He then called my FAA cell phone and relayed the above information. He said if help in any way to contact him again. I thanked him and concluded the phone call.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 06/05/2023	TITLE ASI - A/W Gen Av Maint.	SIGNATURE RICHARD CLAYTON HUDGINS	
		Digitally signed by RICHARD CLAYTON HUDGINS Date: 2023.06.05 13:41:33 -05'00'	

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 14:23	DATE 06/05/2023
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Mr. Monty Winton [REDACTED], Albertville, AL 35950			
eyewitness to accident			
SUBJECT N601YP Accident			
DIGEST			
On a tip given to airport from the Fire Dept. Safety Team, I was given the name and phone # of Mr. Monty Winton who lives near the accident site. I called Mr. Winton and he stated he had seen the accident aircraft while sitting on the back porch. He repeatedly stated it was going slow, 'just idling' and at a 'lower than normal altitude'. He stated the aircraft suddenly 'went full throttle and nosed straight over' and further speculated 'as if some had a heart attack and fell forward pushing the controls'. He said he lost sight of it when it went behind the trees but heard the crash immediately afterward, and said it was 'very loud'. I asked if he saw the aircraft several times, or just the once, and he stated that it only came over that one time. That concluded his narrative, and he didn't have anything else to say. I thanked him for his help and said I would be in touch if there were other questions.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
Added this telephone record to file and sent copy to NTSB investigator Aaron McCarter.			
DATE 06/05/2023	TITLE ASI / A/W-Maintenance	SIGNATURE RICHARD CLAYTON HUDGINS Digitally signed by RICHARD CLAYTON HUDGINS Date: 2023.06.05 14:45:43 -05'00'	

From: [REDACTED]
To: [REDACTED]
Subject: Statement N601YP
Date: Saturday, June 3, 2023 7:55:28 PM

Richard Hudgins

FAA Investigator
[REDACTED]

Richard,

As requested, I am writing a statement as to the events preceding John D. Lassiter's crash today at June 3, 2023 at 12:46 PM.

This Flight was his third takeoff. I have a video of his first takeoff and his first landing. He made a low pass before his first landing and went around and made a very smooth landing on his second pass. I was communicating with him in the pattern with my hand held radio. On climb out he said he had a "low oil Pressure" warning in his headset but that his pressure was 38psi (Normal range for a Viking is 30-60psi). He also said he thought the airspeed was not working properly. I told him to keep the nose down in the turns to be a little fast and to land. His landing was smooth with touch down in the touch down zone. We inspected the pitot tube and it appeared nominal. I asked him if the avionics shop had tested his airspeed and certified his transponder? He said yes. I told him to have them come back and check it again. They found a little debris in the pitot probe but not a lot. They also told him that his pitot/static lines were crossed. I'm not sure how that could have happened because no one that I know of was behind the instrument panel after the Avonics shop certified it the first time. The Dynon box is clearly marked and the lines were color coded and labeled.

He was attempting to dial in his engine instruments and airspeed in the Dynon glass panel. I knew he was going to fly again today so I went out there this morning to check on him. Someone had him change his oil pressure markings yesterday and when I looked at them today they were reversed to where they should have been. Red was on top of the tape, yellow was in the middle, and green was on the bottom. I had him to get the manual out and redo them to the proper setting as prescribed by Viking. I checked them and later he sent me a picture of the instrument panel before taking off on that last flight. Everything looked nominal.

He made one trip around the pattern and called me to tell me the only problem now was the Oil Pressure tone still came on at 38 psi. I told him to go back into the Dynon setup and lower the trigger to 32 psi which is 2 psi above the minimum of 30 as prescribed by Viking. That was at 12:06. According to FlightAware he took off again at 12:20 and crashed at 12:46. I am not sure what transpired in the 10 minutes before he took off that last time.

I also cautioned him to remain in the pattern and to climb to 3500 or 4500 but to maintain a pattern over the normal pattern. I told him he needed to stay over the field if anything happened to the engine. I also told him it was a FAA requirement for the first ten hours. According to FlightAware he flew out to Snead and then was on a northeasterly path heading away from the field. That is not the flight path that we had briefed.

Before I left him this morning we discussed his checklist and the position of all switches for normal operations. He answered all my questions regarding his checklist and systems operations satisfactory. I did not hear from him again after he texted me the picture of the engine instruments. The next I heard was the FBO called me to tell me he had crashed.

Randall Haney

[REDACTED]
Boaz, AL 35957
[REDACTED]