



## RECORD OF CONVERSATION

Pilot Statement

**Lynn Spencer**  
**Air Safety Investigator**  
**Eastern Region Aviation**

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Date: October 21, 2022  
Person Contacted: Dominick DallaVerde (Pilot)  
Contact # [REDACTED]  
NTSB Accident Number: ERA23LA030

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### **Narrative:**

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

Mr. DallaVerde was contacted by phone on at 1418 EDT on October 21, 2022, and a voicemail was left for him. He returned the call at 1426. He confirmed that his phone number was [REDACTED] and 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 stated that he departed WBW and was going to do practice landings at 9N3 and 76N. He had landed once at 9N3 and the accident occurred during takeoff on what would have been his second trip around the pattern. He was doing a simulated soft field take off on the paved runway. He added 20° of flaps, made a radio call of his intention to take off, and taxied into position for takeoff on the runway, coming to a full stop before commencing his takeoff roll. He held the yoke fully back, ready to lower the nose when the nosewheel became airborne. He applied power and "it seemed like the airplane took off vertically" and veered to the left. When he found himself airborne and over the side of the runway, he pulled back the power. The airplane landed on the grass and descended a hill adjacent to the runway. He attempted to stop but braking had little effect on the grass. The airplane then "went over a taxiway that popped him in the air again" when it settled on the other side of the taxiway, he applied full right brake and rudder to avoid the building but again was ineffective on the grass, and continued to head toward a building. His left wing clipped the building and spun him around and the nose impacted the building.

I asked if he felt the accident was a result a pilot error or an anomaly or malfunction with the airplane, and he stated that he did not know. He stated that he had accrued about 300 hours of flight time and had performed his soft field practice takeoffs in the manner many times.

The call ended at 1438 EDT.

The digest was e-mailed to him for review on November 29, 2022. He replied on November 30, 2022, at 1408 EST with edits that were incorporated into the narrative. The corrected digest was e-mailed to him on November 30, 2022.