

Pilot Interview and communications:

- 6/25/23 Made arrangements to meet at 0900-0930 at WV22
- 6/26/23 meet at airport, Pilot provided Pilot log books and maintenance logbooks, **photos taken** of recent activity
- Verbal statement received after inspection of aircraft 6/26/23: (same as **emailed**)
 - Flying in the pattern at WV 77 airport, 2300 feet alt. I needed to climb two hundred more feet. I added full power, climbed to my altitude, reduced power for level flight. Moments later, I'm sinking, added full power again. "no power" 1500r RPM, no thrust , pulled carb heat on lowered the nose, I'm on the tree tops. No thrust! Raised right wing to miss tree top, caught a tree with left wing. Pulled the yoke full back slammed into some dead trees, pancaked to the ground.
- Pilot did not say he had a passenger
- 6/27/23 Spoke with pilot on phone to discuss reporting issues that the pilot had. During this conversation he used the word "we" when discussing a timeline. When asked what "we" meant he admitted to having a passenger on board. He stated I never asked and he didn't think it was important. We discussed I was under the assumption no passenger was on board because it was never reported even when asked.
- Noted after 6/26/23 ASI Richard Chaty had asked directly about a passenger during visit at airport. Pilot stated non (see **ASI Statement**)
- After interviewing passenger Sam I contacted the pilot and discussed the possibility of a stall. Pilot admitted to stall then said he had gain mostly control. He also stated that he then didn't stall but was not under control because he could not add power. This contradicts his statement provided originally. (see **passenger statement**)
- ASI NOTE: At no time neither the pilot nor passenger knows when the engine had stop running.
- ASI NOTE: Carb heat would have been not effective due to possible poor connection as noted in ASI Inspection report. See weather report below to access possibility of Icing condition noted by pilot:
 - METAR/SPECI from KLWB, Lewisburg / Greenbrier (United States).
 - SA 23/06/2023 10:55-> METAR KLWB 231055Z AUTO 00000KT 7SM BKN025 OVC035 16/15 A3000 RMK AO2 T01550150=
 - SA 23/06/2023 10:35-> METAR KLWB 231035Z AUTO 00000KT 10SM SCT002 OVC027 15/15 A3000 RMK AO2 T01540151=
 - SA 23/06/2023 10:15-> METAR KLWB 231015Z AUTO 00000KT 10SM BKN028 OVC034 15/15 A3000 RMK AO2 T01530150=
 - SA 23/06/2023 09:55-> METAR KLWB 230955Z AUTO 00000KT 10SM SCT004 BKN026 OVC030 15/15 A2999 RMK AO2 T01530150=
 - SA 23/06/2023 09:35-> METAR KLWB 230935Z AUTO 00000KT 10SM SCT002 BKN008 OVC024 15/15 A2999 RMK AO2 T01520150=
 - SA 23/06/2023 09:15-> METAR KLWB 230915Z AUTO 00000KT 10SM SCT002 SCT008 OVC024 15/15 A2998 RMK AO2 T01520148=
- Insurance and salvage scheduled to bring aircraft to WV22 for storage. Pilot/owner refused and said wait until full NTSB release.
- 6/28/23 Salvage Company called and ask for status. Status provided, aircraft is released for removal from property and to be held for NTSB full release.

- Aircraft owner notified of conversation mentioned in statement above. FAA and NTSB involvement of aircraft movement to secure place is to be determined by insurance and salvage company.