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Date: August 8, 2023

Subject: ERA23LA316, Record of Conversation/Interview

Contact: Jarret J Page

Mr. Jarret J. Page was contacted by phone on August 8, 2023, at 1438 EDT. He was called at [REDACTED]
[REDACTED] He 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 was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

He provided a home address of [REDACTED] Cornelius, North Carolina [REDACTED]. His date of birth is [REDACTED] He holds commercial, and flight instructor certificates. At the CFI he has ratings for ASE, AME, and instrument airplane. He has 880 hours total flight time, and 550 hours as a flight instructor. He also has 120 hours in a Cessna 152, with 112 hours in the airplane as an instructor.

He was asked by NTSB the following –

Has he been the students instructor since day 1?

No, he started teaching him a few months ago to finish his instrument rating. This was his 3rd flight for commercial training with him. He has between 10 and 12 flights with him as his instructor.

Did you feel rushed due to the students being late?

I did not know when he would arrive. The pilot called him when he was 10 minutes away from the airport. He flies with student on 4 or 5 flights per day, thus he keeps a structured schedule. Because he was late they had less time to fly, and he had to do some schedule juggling. Because they planned to do some airwork consisting of Chandelles, Lazy Eights, Turns on Pylons, because of the remaining time he thought to go practice landings at the nearby grass airstrip. He did feel that because of the limited time the lesson was not as valuable.

NTSB Questions Continued –

Were weight and balance calculations done before the flight?

He knew they were “well under” maximum gross weight. Based on his calculations they were at 1,580 pounds, or about 90 pounds under maximum gross weight of 1,670 pounds.

What was the fuel load on board at the start of the flight?

There were about 8.5 gallons in each fuel tank by the fuel gauges.

Did you dip the fuel tanks?

He did and got 8.0 gallons total in each fuel tank.

What was the airplane empty weight?

It was on their web site but when he checked during the call it had been removed.

Were any performance calculations performed?

Yes I did. At 90°F, the amount of runway needed for takeoff to clear a 50 ft obstacle was 2,555 ft. He had been to that same airstrip a couple times before. He thought the runway was longer than what it actually was. He did not check the length before their flight.

How long is the runway?

It is 2,400 ft long.

In the POH does it give value to decrease performance due to a grass runway?

Yes. He included the 15% increase on the takeoff roll into his calculations.

What time did they depart Lake Norman Airport (14A) at?

Between 1145 and 1150. They flew direct to Laneys Airport (N92), but they did not touch down. The accident occurred during the 1st approach.

When the student applied power did the engine respond?

Yes it did. On a carbureted engine they can stumble when power is advanced suddenly.

Was there any failure or malfunction of the engine that caused the accident?

There was not.

NTSB Questions Continued –

Were both of you wearing the shoulder harnesses?

Yes, both of them were wearing the shoulder harnesses.

Were you injured?

He sustained a minor injury. He was lucky. A 2X4 from the impacted chicken coop hit his chest requiring 13 sutures. He also sustained scratches and bruises.

Was the student injured?

He sustained a black eye and busted his knuckles.

How much do you weigh?

160 pounds.

How much does the student weigh?

He thinks 170 pounds.

How much unusable fuel is there per each fuel tank?

Just under 2.0 gallons.

Explain from beginning the approach to coming to rest?

He was telling the student to perform a short and soft field landing, and he normally teaches his students to maintain 55 knots, full flaps on final. When the student turned onto the base leg he turned too early and as a result the flight was high and fast. He told the student that he was high and fast but all he responded was by pushing the nose down, which caused the airspeed to increase. He did not correct by reducing power. He told the student he may need him to perform a go-around, and once they were 40 to 50 ft past trees and the flight was still high and fast, he told him to go-around. The student hesitated, and he told him again to go-around. The student leveled off, added full power, removed carburetor heat, but left the flaps at full, or 30°. The student pitched the nose up for Vx airspeed, and the airplane began a “slight” positive rate of climb. With not enough runway remaining to abort, he said my aircraft and there was a positive exchange of controls. He held the airplane in a nose-up attitude trying to climb and got a little slower than Vx. He hoped the airplane would clear trees, but the main landing gear clipped the trees, followed by the left wing. The nose pitched down and the airplane came to rest.

What are your lessons learned?

Have a higher respect for density altitude. Thinking the runway was longer was an issue, and with respect to going around, be aware of flap position. He could have taken the controls earlier. Later, he learned the student reportedly had never performed a go-around. He also learned don't expect a new student to know everything.

NTSB Questions Continued –

Have you been to that airstrip before?

He had previously performed 3 landings and a 152 or 172 with students.

At what point were you along the runway when you told the student to go-around?

Before the 1/2 way point. They were so fast and he felt they would have floated.

What was the lowest altitude during the approach?

Maybe 20 ft above ground level. The student was in the process of levelling off.

Were you filming or video taping?

He was not. He was on his toes because it was the students first time there at N92.

Did you brief the runway length before departure?

No, not specific length. He told the student it was a shorter runway with obstacles. They did do a briefing about the airport though.

What direction were they landing?

Runway 13.

Where was the wind from?

At KSVH or KIPJ it was from 270° at 5 knots. He always lands runway 13.

Could he have landed runway 31?

He could have but there is a big hill (Little Mountain), and trees are taller. When you land on runway 13, the trees left of runway centerline allows for more options.

Is there a VASI or PAPI runway 13?

No.

Do you recall if the engine hesitated or stumbled when the student applied power?

He was almost certain it did. It is especially prone on a hot day.

Did the student apply throttle fast?

I'm sure he did. I can't remember.

Was there any problem with the flight controls?

Nope. They were working properly.

Do you have any questions for NTSB?

I do. When filling out applications for airlines do I have to say I have been involved in an accident?
Yes.

NTSB Questions Continued –

How many CFI's are there?

4 full time and 1 part time.

At this stage of the conversation it was suggested to him that he give a briefing to them going over the details such as the student being late, believing the runway was longer than it was, his delay in instructing by not telling him to extend the downwind, the students never performing a go-around, and his delay in having the student initiate a go-around when the flight was high and fast. Finally the point about the flaps. He said that was a good idea and he would do that. He was advised to let NTSB know if he did brief the CFI's¹.

The call ended at 1538 EDT.

The digest was e-mailed to him for review on August 24, 2023. He replied on August 25, 2023, at 1135 EDT with comments that were incorporated into the narrative. The FINAL digest was e-mailed to him on October 12, 2023.

¹ Mr. Page advised NTSB by text message on August 30, 2023, at 1305 EDT, that he did give the briefing to 5 flight instructors and 2 new hires on August 29, 2023. Also present was "one of our line guys and my boss." He indicated that it definitely brought up some good conversations and they talked about, "all kinds of safety related topics." He added that, "it was a great experience and we even made some plans to implement more emergency scenarios into our lessons."