

Timothy W. Monville
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OAS-Eastern Region Aviation

Date: October 25, 2023

Subject: ERA24LA019, Record of Conversation/Interview

Contact: Stephen C. Richmond

Mr. Stephen C. Richmond contacted NTSB's Response Operations Center (ROC) on October 25, 2023. The NTSB ROC put Mr. Richmond on the phone with NTSB investigator Timothy Monville the same day at 1521 EDT. Mr. Richmond provided a cell phone of [REDACTED] and an e-mail address of [REDACTED]

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.

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 provided a home address of [REDACTED] Luthersville, Georgia [REDACTED] His date of birth is [REDACTED] He holds an airline transport pilot certificate with airplane multi-engine land rating and at the ATP level is type rated in the following aircraft: B720, B757, B767, B777, BE-400, DC9, EMB120, MU300, and T28. At the commercial level he has airplane single engine land and sea ratings. As of 9/23/2022, he had 16,600 hours total flight time. He estimated that he had about 200 hours in make and model, and about 100 hours in make and model as a flight instructor.

How many were on-board?
2.

NTSB Questions Continued –

What is the student's name and certificate number?

Colt Payne. He does not have a student pilot certificate and he has not soloed. He holds a 1st class medical certificate issued 9/12/2023.

How many times previously have you flown with the same student?

Including the accident flight, seven times.

Is the student a primary student?

Yes, primary.

Were you or the student injured?

No.

Is the student a minor and if not what is his contact information?

He is not a minor and his contact is [REDACTED]

What was the purpose of the flight?

They were flying from Flying N Estates Airport (1GA2), Luthersville, Georgia, to Newnan Coweta County Airport (KCCO), Atlanta, Georgia where they planned to fuel the airplane, depart, remaining in the traffic pattern, then departing KCCO to perform airwork then return to 1GA2. The typical lesson was 1.2 to 1.5 hours in length.

Tell me what happened from engine start to the accident?

After the accident he prepared a written narrative. Rather than read the narrative he was asked to provide that to NTSB which he did during the call, but it was not reviewed during the call. The following is cut and pasted in its entirety from the e-mail, "On October 25, 2023, student pilot Colt Payne and I departed 1GA2 in N7981E, a Cessna 150 converted to a tailwheel aircraft, at 0945 LCL. Our sortie was planned to fly to KCCO for fuel servicing and then flight training. We both checked the weather, [temporary flight restrictions] TFR's, and aircraft mechanical status (fuel 14 gallons/oil 6 [quarts]). The startup, taxi, run up, takeoff, and departure were all uneventful. We listened to the KCCO [automated weather observing system] AWOS and the weather was CAVOK with winds 100° at 5 [knots]. We switched to KCCO [common traffic advisory frequency CTAF] and aircraft were departing runway 33. The student entered a 45° entry for left downwind 33. He descended to 2000' pattern altitude, made his radio traffic pattern call, flew left downwind, and slowed to 70 MPH with flaps in the first detent. He turned base, applied the second flap detent, and made his radio call. Finally, he turned final to runway 33, applied full flaps, slowed to 60 MPH and made his radio call. Corrections to speeds and altitudes were made with instructor encouragement. The flare and round out were normal for calm winds. There was no drift as I noted on final approach that the windsock position showed no wind. The wheel landing was on speed, lined up with the runway, wings level with a slight left drift. The student applied right rudder and brake pressure was inadvertently applied. I called 'I have the aircraft' and felt significant resistance

on the controls. I called it again as I saw aircraft approaching the boundary of the right side of the runway. As we approached the grass, the student applied both brakes as I said 'I have the aircraft' a third time. The aircraft abruptly stopped and nosed over."

NTSB Questions Continued –

What was the departure time from 1GA2?
0945 EDT.

What was the accident time?
0957 EDT.

Was there anything mechanically wrong with the airplane that caused the accident?
Not to his knowledge.

What restraint was he wearing?
Both were wearing the shoulder harness (SH) and lapbelt. There was a strap over each shoulder for the SH.

Who do you work for?
He lives in a flying community and the student is a neighbors son.

Was there any contact with FAA air traffic control during the flight?
No.

Was this the 1st approach and landing?
On the day-yes.

Who owns the airplane?
The student.

Is the airplane insured?
Yes.

Was there a fuel leak following the accident?
There was a very small fuel leak near the right wing root.

What runway were they landing on?
Runway 33.

What was the wind at the time?
The airport AWOS was reporting 100° at 5 knots, and airplanes were departing from runway 33. He looked at the windsock before landing and noted it was calm.

NTSB Questions Continued –

Did the emergency locator transmitter activate?
He does not know.

Do you have any questions for NTSB?
No.

Do you have a contact for the FAA?
Dave Detscher, whose phone is [REDACTED]

Mr. Richmond was advised that I would be sending him the NTSB Pilot/Operator Aircraft Accident/Incident Report later today that was required to be completed and returned. He was advised that the maintenance records were needed to complete the report.

The phone call ended at 1551 EDT.

The digest was e-mailed to him for review on October 25, 2023. He replied the same day at 1856 EDT with, "Tim, It all looks correct. Thank you for your time." The FINAL digest was e-mailed to him on October 25, 2023.