

Ryan Enders
Aviation Accident Investigator
Eastern Region

Date: April 30, 2024

Subject: ERA24LA195 Second Airplane (N226CP) Instructor Interview

Contact: Francisco Vargas, Civil Air Patrol (CAP)

Mr. Vargas was contacted via telephone on April 30, 2024, to discuss the accident of N601DR. The following is a summary of that conversation.

Mr. Vargas confirmed that he was at the Connellsville airport at the time of the accident. He stated he was an instructor training a new CAP pilot. They had been in the pattern for about 30 minutes and were utilizing Runway 23 because of the winds which were 120. On their last attempt, they were attempting to do a short field landing. After landing, they were unable to stop in time to make it off the runway at taxiway Delta and they went approximately 50 feet past, so they began to back taxi back to Delta. At the time they were making the turn to begin the back taxi, Mr. Vargas stated that a call suddenly came in over the radio stating "you ruined my approach, please expedite off the runway". Mr. Vargas stated that he replied that they had been in the pattern for 30 minutes and that there had been no other radio calls, but that they would get off the runway as safely as possible. Mr. Vargas commented that they were back taxiing, and the accident airplane passed overhead right as they cleared the runway onto taxiway Delta.

Mr. Vargas recalled that the accident airplanes propeller was "stopped" and that "something was going on" so they began taxiing to the fixed based operator (FBO). No other radio calls were made. He recalled that the airplane went perpendicular to the runway and thought that the accident airplane was attempting to make a power off 180° turn onto Runway 23, however the airplane landed perpendicular to the runway and went down an incline.

Mr. Vargas was asked what he did once he saw the airplane go down the incline. He replied that they quickly taxied to the FBO area and shut down. He called 911. He

recalled that he could hear the ELT activating. As he called 911, he and the student were running over to where the airplane was located.

Mr. Vargas was asked if the accident pilot made an emergency callout on the radio at any point prior to the accident. He replied that there was no call at any time and that the only radio transmission was from the accident pilot stating "you ruined my approach please expedite off of the runway". Mr. Vargas was asked where he was on the runway when that call came across and he replied that they were in the process of making the turn to back taxi when the call came in.

Mr. Vargas was asked if there was any reason why he could not use the old runway to turn off Runway 23. He replied that they had already committed to the back taxi when the call came in.

Mr. Vargas was asked if this was the first full stop landing and back taxi, they had performed that day. He replied that he could not remember because they also did several touch-and-goes. They were planning on completing a short field takeoff after the short field landing. He could not remember if that had back taxied on the runway previously.

Mr. Vargas was asked how many times he had previously flown into the Connellsville Airport. He replied that he had gone once prior.

Mr. Vargas was asked how long the back taxiing took to complete. He replied, "not more than 25 seconds, maybe 20 seconds".

Mr. Vargas was asked if he had any additional information to provide. He replied that he did not. He did not hear any radio calls except for the ruined approach call. No mayday, no emergency calls.

-End of Conversation