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**Date:** April 30, 2024

**Subject:** ERA24LA195 Second Airplane (N226CP) Pilot Receiving Instruction Interview

**Contact:** Nathaniel Burke, Civil Air Patrol (CAP)

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

Mr. Burke confirmed that he was at the Connellsville airport at the time of the accident. He stated that he was there with an instructor to work on VFR maneuvers but that he is already certified. They were working on soft field landings. He commented that one taxiway is closed, so they were doing 180° turns to back taxi to exit the runway.

Mr. Burke was asked if he could remember the radio calls between the accident pilot and his instructor's responses. He replied that he heard on the CTAF that someone was asking them to expedite off the runway. He could not remember exactly what was said. He could not recall the nature of the calls, just that there were two calls to expedite from the runway. He stated that the calls could have come from two different people. He remembered that there was no one else in the pattern and then suddenly the calls started to come in.

Mr. Burke stated that after the calls came in, he saw a plane go directly overhead. He stated that he saw it over him and that the propeller was "stopped". He commented that it looked like the pilot was about to turn back towards Runway 23, but it lost altitude quickly and touched down near the approach end of the runway before going out of view. The instructor and Mr. Burke taxied to the FBO and exited their airplane. The instructor called 911 as they walked to the accident airplane and saw that the pilot was walking in the grass.

Mr. Burke was asked to clarify the second voice comments that came across the CTAF. He replied that the second voice stated, "Cessna on the runway expedite". Mr. Burke was asked how the instructor replied to this radio transmission. He replied that the instructor said, "something about he didn't realize someone was there and that they were expediting off". Mr. Burke was asked if he recalled hearing anything about an emergency to which he replied, "no, no mayday, he would have remembered that".

Mr. Burke was asked to go through the radio call outs by the accident pilot. He stated that he did not remember hearing a crosswind call but does remember hearing the call for them to expedite. The second call asking to expedite came immediately after the first call to expedite. Mr. Burke stated that he immediately increased the throttle to expedite the back taxi and that when the calls came across, they had already completed the turn back up the runway.

Mr. Burke was asked where on the runway they were when they began to back taxi. He replied that the landing roll was long because he was not braking hard due to the simulated soft field landing and that they were just past taxiway Delta. During the landing roll, he asked the instructor if he should brake to make Delta, and the instructor replied "no" since it was a soft field simulation, so they went past it.

-End of conversation