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Office of Aviation Safety - Eastern Region

Date: November 6, 2024
Subject: ERA24LA253, Record of Conversation/Interview
Contact: Troyce A. Stirkins

Mr. Troyce A. Stirkins contacted NTSB by phone on August 15, 2024, at 1252 EDT. He called from [REDACTED]. He provided 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.

He indicated that he never obtained a Light Sport pilot certificate, but he had logged 42 hours of flight time (Figure 1).

DATE	MAKE	REG	FROM	TO	PROCEDURES - MANEUVERS	AIRCRAFT CATEGORY & CLASS	FLIGHT CONDITIONS	CROSS-COUNTRY	PILOT TIME	TOTAL
									DUAL	SOLO
10/10	C-150	63855	POB - [REDACTED]	POB - [REDACTED]	[REDACTED]	1	1:4		1:4	
10/26	C-152	25527	POB - [REDACTED]	POB - [REDACTED]	[REDACTED]	1	1:0		1:0	
11/26	C-150	18079	POB - [REDACTED]	POB - [REDACTED]	[REDACTED]	1	1:7		1:7	
12/4	C-152	25527	POB - [REDACTED]	POB - [REDACTED]	[REDACTED]	1	1:6		1:6	
12/35	C-152	25527	POB - [REDACTED]	POB - [REDACTED]	[REDACTED]	1	1:7		1:7	
1/6	C-172	76611	POB - [REDACTED]	POB - [REDACTED]	[REDACTED]	1	9		9	
PAGE TOTAL									15:5	14:9
BROUGHT FORWARD										
TOTAL										34:9
										41:0

Figure 1: FAA Digital Photograph of the Last Page of the Pilot Logbook.

He was asked the following questions –

Was there anything mechanically wrong with the airplane that caused the accident?

“Negative, no, in fact I just finished fixing the right main landing gear brake to correct maintenance that was improperly performed by the mechanic. He corrected a pinched tube and removed the wheel cylinder 3 to 4 weeks earlier. There was nothing wrong with the airplane, the condition was still good. It was all pilot error.”

He added that he did not know that he had an inner ear and bladder infection. That was found the Monday after the accident. He said those conditions could have contributed to the accident.

The call ended at 1300 EDT.

The digest was reviewed with him during the phone call and he agreed with the content. The FINAL digest was e-mailed to him on November 6, 2024.