

Timothy W. Monville  
Sr. Air Safety Investigator  
Office of Aviation Safety - Eastern Region

**Date:** June 17, 2024

**Subject:** ERA24LA264, Record of Conversation/Interview

**Contact:** Theodore Repella

Mr. Theodore Repella was contacted by phone on June 17, 2024, at 1340 EDT. He was called at [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 his pilot certificate number is [REDACTED]. He holds a private pilot certificate with airplane single engine land rating. He bought the airplane on November 11, 2018; thus he has owned it for about 5 years 7 months. It is based at the Spirit Airpark (DE20), Townsend, Delaware. He did report that it had the stronger or modified nose landing gear.

On June 14, 2024, he departed from DE20 between 1130 and 1145 EDT, and flew a short distance to Delaware Airpark (33N), Dover/Cheswold, Delaware. After landing he secured the airplane and fueled it. The flight then departed from 33N, flew south to Dover area then turned to return to DE20. While there, he entered the airport traffic pattern for left pattern to runway 20, and with a light wind turned onto base and final legs of the airport traffic pattern. He maintained 65 to 70 miles-per-hour (mph), and performed a "normal touchdown" on the main landing gears with flaps extended, then a short time later after lowering the nose landing gear, travelling about 60 mph, he saw the ground and the airplane suddenly nosed over. The airplane came to rest inverted and he was hanging by the harness. He estimated the time of the accident to be about 1245 EDT.

He further reported that the landing at 33N was satisfactory with no issues. He reported that an inspector from the Federal Aviation Administration inspected the airplane the same day, spoke with him and also inspected the airplane again on June 17, 2024.

He reported that Anglin Air came to DE20 on June 16, 2024, righted the airplane and moved it next to the runway. They returned on June 17, 2024, removed the wings for transport to their facility in Clayton, Delaware.

He reported that he was wearing the 5-Point restraint though it was not snug, Rather, it was loose to allow for mobility for flying duties. He sustained a broken sternum and 2 lacerations on his head.

Insurance Adjuster-  
Pren Ross, Global Aero  
Phone: [REDACTED]  
E-mail: [REDACTED]

With respect to home base airstrip of DE20, he added during his review of the original document that the grass runway is, "pretty bumpy and could be a factor in putting stress on the nose landing gear."

The call ended at 1356 EDT.

The digest was e-mailed to him for review on June 17, 2024. He replied on June 18, 2024 at 1000 and 1038 EDT with comments that were incorporated into the narrative in Track Changes mode. The amended digest was e-mailed to him for final review on June 18, 2024. He replied on June 19, 2024, at 1445 EDT with, "Good afternoon Mr. Monville, Everything looks correct. Thank you." The FINAL digest was e-mailed to him and the investigative team on June 19, 2024.