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The following are interviews obtained by the BOS FAA/FSDO of individuals who either observed or interacted with the pilot, Mr. John Pace, of N55YA on August 10, 2024. Mr. Pace had purchased the airplane that day and was flying back to his home in Virginia, when he made a precautionary landing at the Quonset State Airport (OQU), North Kingstown, Rhode Island.

1) Interview with Ian Day the seller:

Mr. Day stated Mr. Pace arrived in the morning and they discussed the aircraft and finalized the sale while waiting for inclement weather to clear. He stated that Mr. Pace fueled the aircraft, performed engine runs then proceeded to perform several highspeed taxis to get a feel for the aircraft. Mr. Day observed that Mr. Pace had issues overcontrolling the aircraft but said that he seemed to get the hang of it. Mr. Day stated after that Mr. Pace took off, he was expecting him to perform some touch and goes but he departed the pattern instead. Mr. Day radioed Mr. Pace and asked if he was leaving and Mr. Pace confirmed that he was. Mr. Day watched Mr. Pace on Flight Aware until he reached the area of New Bedford MA. He noted his altitude and airspeed looked normal at that time. Mr. Day confirmed he was still in possession of the aircraft records and agreed to scan and send them to ASI Larivee. He noted the engine had about 100 hours' time since major overhaul at the manufacturer in Romania

2) Interview with witness Kelly Shea:

Ms. Shea was holding short for takeoff on runway 23 at the time of the accident. She heard the emergency call and was instructed by the tower to reposition to taxiway W. Ms. Shea watched N55YA attempt to land. She stated that it looked good at first, but the aircraft porpoised on the landing attempt. She said it looked like he may have bent a gear. Ms. Shea continued that she was concerned as he began to veer off the runway in her direction then the aircraft ground looped and came to a stop inverted. Ms. Shea and her two passengers were the first on scene and attempted to extract Mr. Pace but could not. She said he repeated his name three times, confirming he was conscious after the crash.

3) Statement from witness Patrick T. Fahey, Quonset (OQU) Air Traffic Manager:

I was working the aircraft. Runway 23 was in use. Wind 270 at 14kts. Initial call from pilot advised he had engine trouble 4 southwest in line with runway 5. We advised the pilot of the wind and active runway 23. We also gave him the option to land straight in to runway 5, issued a wind check, and stated it would be a quartering tail wind from the left. The pilot advised he would take runway 5. The aircraft bounced once on the runway before touching down. It then started to ground loop. This pulled the aircraft left off the runway hitting some runway lighting. The pilot then appeared to over correct, tipping sideways hitting the left wingtip. Then it tipped the other way hitting the right wingtip. The aircraft continued going further away from the runway before flipping forward and landing upside down. It appeared the pilot may have hit the brakes hard, inducing the flip.

End