



NTSB RECORD OF CONVERSATION

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NTSB Accident Number: GAA17CA480

Narrative:

The following are summaries of conversation(s) that occurred with the pilot and FAA Inspector:

- Date occurred: 07/28/17 at approximately 12:17 EST. Telephone interview on 07/31/17. Pilot Thomas Joeseeph Hankamp, Cert # [REDACTED] Email: [REDACTED]. Pilot reported winds 360/06. Note: NOAA website historical winds for time of accident were reported as calm. While taking off on runway 06 at POU airport, aircraft veered to the left, Pilot over reacted with right rudder control and aircraft veered off the right of the runway, ended up in the grass and nosed over. One blade of the three blade prop cracked. ASI asked pilot when his last BFR was? Pilot could not recall. Pilot claimed his logbook is boxed up because he is moving, but he would look for it and get back to me. ASI asked pilot who his last CFI was giving the BFR in order to see if the CFI could provide records? CFI was Andy Zastrow/Sastrow? An independent CFI working out of Wappingers Falls, NY area. Pilot stated that he was practicing touch and goes prior to the accident. DDB.
- Pilot was asked about his flying experience. In RV4: 9/0, Tail dragger: 15. Most of his flight time in in a Piper Arrow. Initial training was in C-152/C-172. How did the pilot feel physically/mentally the day of the accident? Good. DDB.
- 08/01/17: Ops and A/W ASI's went to POU airport to inspect aircraft and see logbook the pilot would present. Upon aircraft inspection, it was determined the aircraft had substantial damage due to the lower right side of firewall being bent. Pilot presented copies of the aircraft documents. A/W ASI determined they were all in order. Pilot also presented a copy of his medical certificate and private pilot certificate. The copies of those certificates were in order. Pilot stated he did not have a current BFR. The copy of the logbook page the pilot presented was a date range of 10/05/15 to 12/12/15, then a date of 08/02/16 that appeared to be a logbook endorsement from CFI Cert# [REDACTED] for an aircraft familiarization. This entry appeared to be pasted on the logbook page Photostat copy. IE: it was from the logbook endorsement page, and then manually transposed to the Photostat copy of the logbook page. There was no indication of the Photostat copy of the logbook page presented showing a current BFR. Pilot



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then stated a different version of what occurred the date of the accident. He said he recently did some engine work to the aircraft. He was checking to see how the engine was running and to ensure there were no oil leaks. He said that while on runway 06, the tower cleared him for the option. The pilot stated he had no intentions of taking off, his only intention was to do a high speed roll to further check the aircraft engine was operating properly after the work he had done on it. This DDB.

- 08/08/17: ASI talked to Dan Greko (POU Tower Supervisor). Mr. Greko verified that pilot Hankamp was cleared for takeoff and intended on taking off prior to the accident. POU tower had a recording clearly indicating that the pilots intentions were to takeoff on runway 06. Property damage was one runway light, and one taxi light. Mr. Greko stated there has been incidents in the past where pilot Hankamp has not communicated properly with the tower, has failed to maintain the taxiway centerline while taxiing. After takeoff, had a partial loss of engine power and safely returned/landed at POU airport shortly after takeoff. DDB.

- [REDACTED]
[REDACTED]