

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL	TIME 1:25 PM	DATE 05/24/2018										
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%;">SYMBOL</th> <th style="width: 50%;">INITIALS</th> </tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>	SYMBOL	INITIALS								
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Mr. Zachary McFadden, Commercial Pilot / CFI [REDACTED] [REDACTED] Mount Sinai, NY 11766 Tel. [REDACTED]												
SUBJECT Accident Investigation--Witness Statement [REDACTED] 5/21/18) N5560W Hard Landing FRG RWY 19												
DIGEST Mr. McFadden stated he has worked the line at Nassau Flyers for 3 years and has become very aware of the different sounds normally heard as aircraft approach runway 19, explaining louder usually means lower. On Monday evening, May 21, 2018 he was out on the ramp tying down an aircraft when he heard very loud engine noise and turned to look, believing it must be very low. He witnessed N5560W coming in very low and slow. The aircraft stalled and the right wing dropped. The right wing contacted the runway first followed by the right main gear before hitting the nose gear. Mr. McFadden noticed the wheel assemblies come off and the aircraft skidded to an abrupt halt. Mr. McFadden started to approach the aircraft but hesitated to ensure no aircraft were approaching. When he did not see fire rescue on the way he went up to the aircraft and advised pilot to shut off all electrical power believing there must be a lot of fuel leaking after what he just witnessed. He observed the PIC was alone in the front of the aircraft and there were two passengers in the rear seats, a little girl and a man. The PIC told Mr. McFadden it was his daughter and brother. When asked whether the PIC made any statement to him, Mr. McFadden said all he kept saying was he thought he did everything right and could not understand what happened. The PIC noted specific approach speed of 65 to 70 Kts. Mr. McFadden was asked if the PIC made any mention of engine issues and he stated no mention was made regarding the engine. When asked if he noticed any changes in throttle setting he stated he was not sure but he thinks he heard the throttle increase at the last second but it was too late.												
CONCLUSION, ACTION TAKEN, OR REQUIRED												
DATE 05/24/2018	TITLE Aviation Safety Inspector	SIGNATURE [REDACTED]										