



RECORD OF PHONE CONVERSATION

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Aviation Accident Investigator
General Aviation Accident Division

Date: February 27, 2019
Person Contacted: Alexander Malatesta (Student Pilot)
NTSB Accident Number: GAA19CA151

Narrative:

The following is a synopsis of the information provided by Mr. Malatesta in a telephone conversation.

Alexander stated, he conducted a preflight of the airplane and everything looked good, no abnormalities. We then started to taxi to the runway, we had a little confusion with the controller as to what runway we wanted, but that got cleared up and cleared to taxi to runway 31. We then conducted a run-up and everything looked good, again no abnormalities. We were then cleared for takeoff, as we started down the runway, the airplane started going left. He believes the flight instructor took the controls at that point, pulling the power and applying brakes. But could not recall who was on the controls at the time of the accident. The next thing he remembers was going into the grass and the nose wheel collapsing. He also added that after the accident, he was trying to understand why they had an accident, what caused the airplane to run off the runway? He did remember his flight instructor telling him about the airplanes left turning tendencies and having to correct with the opposite rudder. He may have used the wrong rudder during this takeoff. There was a couple of times when he corrected with the wrong rudder during other flights, but no incident occurred during those flights.

ASI Gutierrez, asked to clarify about the seat, on the initial report it mentioned the seat was not correctly adjusted? Alexander, explain that the seat moved up but the back rest would not lock in place. It seemed to be broken. At the time he believed it would not be an issue. Alexander also stated the flight instructor also looked at the back rest and could not move it.

According to the student pilot there were no preimpact mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation.

Total time: approx. 6

Make and Model: approx. 6