



RECORD OF CONVERSATION

**Debra Eckrote
Regional Chief
Western Pacific Region**

**Date: January 20, 2018
Person Contacted: Pilot – Bradley Volz
NTSB Accident Number: WPR18CA072**

Narrative:

The pilot reported that he had departed from Santa Rosa, CA about 1230 for a flight to maintain proficiency. He intended to fly to Cloverfield to practice full-stop landings.

About 5 miles out he called on CTAF and reported that he would overfly at 2,000 feet to view the windsock. Another aircraft had just departed runway 32 so he set-up for the landing for runway 32.

The pilot entered the traffic pattern and descended to pattern altitude; 1,300 feet. Radio calls were made and he adjusted the rpm to 2,000 while on downwind. Airspeed about 80 knots. Turning to base, 10 degrees flaps were extended, and another radio call was made. Flaps were then extended to 20 degrees. Airspeed at 70 – 75 knots on final then reduced to 65 for final approach. Pilot announced a full stop landing.

While on final approach the pilot felt that the aircraft was a little low and he added power to maintain 65 knots. The aircraft was not aligned straight and the wings began to wobble (left and right wing wag). He tried to maintain a straight course and attempted to go-around, however the airplane diverted from runway heading and subsequently hit the ground next to the runway and nosed over inverted.

I asked him if the stall horn was sounding, however he did not believe that it was.

The pilot did not believe that there was a mechanical failure or malfunction with the airplane, but thought that there might have been swirling winds and he overcorrected.