



INTERVIEW SUMMARY

Elliott Simpson
Aviation Accident Investigator
Western Pacific Region

Interview Date: Mar 18, 2020
Person Contacted: Gregory Ernst
NTSB Accident Number: WPR20LA111

Narrative:

During a telephone conversation Mr. Ernst stated the following:

- He was in his shop located on the airfield.
- He heard an explosion and rushed out to see a fire to the north.
- He ran over to the wreckage and assisted in removing the pilot from the wreckage.
- The pilot stated that the airplane was filled to capacity with fuel.

END.



INTERVIEW SUMMARY

Elliott Simpson
Aviation Accident Investigator
Western Pacific Region

Interview Date: Mar 18, 2020
Person Contacted: Maurice "Rick" Haney
NTSB Accident Number: WPR20LA111

Narrative:

During a telephone conversation Mr. Haney stated the following:

- He was located in his driveway on the airfield with his back facing the runway.
- He heard an airplane and turned around. He observed a twin engine airplane, about 2/3 along the runway traveling north. It was about 5 ft above the ground in a left-wing down attitude.
- The airplane then passed out of his view behind a house.
- When the airplane emerged, it was higher off the ground, but now the bank was steeper, and the airplane was climbing. It then departed the runway environment, the wing struck the ground, and the airplane collided with trees and ignited.
- He thinks he could only hear one engine but stated that he has a hearing aid so cannot be completely sure.
- He said that he is a pilot, and in his opinion, the event looked like some kind of departure stall.
- He stated that the pilot is an A&P, and lives on the airfield. This was the first time he has ever seen a twin-engine airplane depart this airport. The accident pilot has a Mooney, which he usually flies from the grass airstrip.
- The grass runway was always cut "close", the last time about 1 week before the accident.

END.



WITNESS STATMENT

Elliott Simpson
Aviation Accident Investigator
Western Pacific Region

Date: Mar 18, 2020
Person Contacted: David Richards
NTSB Accident Number: WPR20LA111

Narrative:

Mr. Richards submitted the following witness statement:

Mr. Sheasley has been flying this aircraft out of our residential airpark for probably the last 8 months. In that time, his operation of the aircraft has caused concern, but as the HOA's designated airpark safety director, he has impunity to do whatever he wants as a member of the good old boys club.

We had witnessed him take off multiple times with a backfiring engine, and what sounded like surging non-constant engine RPMs. On his latest and final takeoff, it would appear from the video that Mr. Sheasley did an immediate left bank and wobble as he left the ground at approximately 1100' from the East end. As I estimate from the camera facing east and my pacing off the runway to where he was seen initially airborne, I can't tell you why he proceeded to pull the aircraft up to an estimated 20' with control difficulties during takeoff. Still picture right after breaking ground captured the left engine turning slowly enough that my slow frame rate video system caught a full propeller blade, and not a spinning blur. Caroline Richards who witnessed the crash was surprised at how quiet the aircraft was as it passed the front of our house. Moments later it impacted and became a fireball. There was certainly enough room for him to have flown straight ahead and taken his abort rollout into the 10' tall blackberries the HOA has allowed to grow in the runway overrun area.

I believe it would be of great interest to examine the left engine as a major factor in this crash, complicated by the A&P owner pilot's continued operation of an aircraft with multiple observed engine anomalies. The pilot's decision to continue the takeoff with immediate evidence of directional control issues would indicate to me poor judgement.

END.