



Record of Conversation

Fabian Salazar
Air Safety Investigator
National Transportation Safety Board
Investigator in Charge

NTSB Accident Number: WPR22LA016
Aircraft Registration & Make/Model: N926LL / Cessna 180
Accident Location: Kalispell, MT
Accident Date: October 12, 2021

Rosemarie Surette
Pilot

Mrs. Surette was interviewed over the phone with her Attorney, Mr. Joseph Thibodeaux present. The interview began with the IIC answering some questions to explain the differences in an FAA accident investigation and a NTSB investigation.

The IIC asked the pilot if she believed that something mechanical caused the accident. Her reply was "I don't know."

She was then asked to recount the events that led to the accident. She stated that she had departed Lacombe, Alberta airport (CEG3) Canada about 1045 and arrived at Glacier Park International Airport (GPI), Kalispell, Montana about 1300. She was initially cleared to land on runway 20 but declined the clearance due to a tail wind (070 at 4 knots) and she requested runway 02 with a quartering headwind. She stated that she was on the precision approach slope indicator (PAPI), on airspeed maintaining centerline throughout the approach, round-out and touchdown. Upon touchdown, the airplane veered abruptly to the right with no warning, it skipped several times and departed the runway to the right. She was unable to counteract or correct for the runway departure. She said that the airplane was in line with the runway centerline.

She stated that she did not touch down onto runway 20. She received the clearance and did not feel safe, so she requested to land on runway 02.

When asked about the landing she made at CEG3, she said that it was the day before and it was a night landing. She described the landing as smooth; it was a wheel landing [two-point landing]

She said the winds were light and down the runway. She said there were no anomalies with the landing there. She said that the airplane was lighter due to the fuel used. She stated that she departed that morning. During the preflight inspection, she detected nothing out of the ordinary “with her pilot eye.” When asked about the takeoff roll and any unusual events, she stated that there was a slight right pull at mid-roll that was corrected. She said that she was up on the main landing gear at that time.

When asked to describe the landing at Whitecourt, she stated on centerline, no bounce smooth, wheel landing. She said that she used left rudder to keep it on the centerline. When asked about why the left rudder was needed and was it because of wind, she replied that she would have to “bring that up again.” When asked about the departure from Whitecourt, she stated that she didn’t notice any anomaly.

Prior to Whitecourt, she departed from Whitehorse, Canada. When asked about the landing and takeoff at Whitehorse, she stated the winds were from 150 to 160, slightly from the right. The landing was not normal landing it was more difficult. Upon landing it was a wheel landing it was a quick dart to the right but not as bad as Kalispell, she said that she corrected it back to the left and it went again to the right, and she corrected it again. She said that after the flight she did an inspection, and she checked the tail wheel, and she checked the cables but did not see anything unusual. She didn’t think the wind caused the right yaw. She said that she was concerned. She said that to her eye, as a non-mechanic she didn’t see anything that she didn’t normally see. Nothing appeared out of place. She didn’t speak to anyone about the airplane while at Whitehorse.

Prior to Whitehorse she departed Talkeetna, Alaska which is the starting airport of the multi-leg flight.

In a follow up interview, the pilot stated that the landing at Kalispell was a wheel landing, and the airplane began to veer to the right before the tail wheel touched down.

When told that the tower had written a statement that indicated the airplane landed on runway 20, bounced a few times, and then went around, she adamantly denied that that had happened, and stated that she had never touched the runway on 20.

She stated that they have owned the airplane since July of 2020. She stated that she has about 60 hours in the accident airplane and stated that most of her flying time was in a Cessna 180 and had about 494 hours experience flying tail wheeled airplanes and about 1,778 hours total time in single engine land airplanes.

She stated that Ferrell Aircraft, Soldotna, Alaska, was the company that performed the maintenance after the accident that had occurred on September 30, 2020. She said that Mr. Tom Ferrell performed the maintenance.

The IIC had difficulty continuing interview with the pilot due to the interruptions from her attorney and terminated the interview.