



MEMORANDUM FOR RECORD

Stephen Stein
Aviation Accident Investigator
National Transportation Safety Board
Office of Aviation Safety – Western Pacific Region

NTSB Accident Number: WPR22LA149
Aircraft Registration & Make/Model: N3156D; Rans S-4 Coyote
Accident Location: Chula Vista, California
Accident Date: April 8, 2022

Note: The following interview was documented by the Investigator –In-Charge (IIC), Stephen Stein.

Interview #1 Summary

Kevin Casson
Aircraft Mechanic

Interview Date; April 19, 2022

Mr. Casson stated that about three weeks before the accident they (the accident pilot and himself) had temporarily secured the right wing aft lift strut to the right wing while they changed hangars. On the day of the accident, the mechanic noticed that the pilot didn't have a checklist for the airplane and suggested they write one together. Mr. Casson walkaround around the airplane dictating inspection items while the accident pilot recorded each area. He stated that he was not performing a preflight inspection at the time.

Interview #2 Summary

Kevin Casson
Aircraft Mechanic

Interview Date; September 8, 2022

According to Mr. Casson, before they moved the airplane to the new hangar he grabbed a long 5/16" bolt and inserted it into the boltholes at the aft lift strut and wing attachment upside down and then attached a nylon locknut to the end of it, which he tightened with his fingers. He assumed they would replace it when the airplane reached the new hangar, but the temporary bolt was forgotten and never replaced.

Mr. Casson stated that he helped the pilot with rebuild and that it was a team effort. For most of the assembly, the accident pilot was reading the manual off, but the mechanic added that he looked at it a couple of times. He further stated that the pilot performed more of the rebuild than he did, but that he completed an annual inspection at the end of the rebuild just before they moved the airplane to the new hangar.



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Interview #1 Summary

Steven Leary
Accident Pilot

Interview Date; April 10, 2022

Mr. Leary stated that he had owned the accident airplane since 2017. On the day of the accident, he began his normal preflight, which would normally include an inspection of each hinge point, but his mechanic (who was with him at the time) interrupted him because he felt the pilot should have a checklist for the airplane. From that point the mechanic did a walkaround of the airplane while he dictated inspection items for the pilot to write down. Mr. Leary stated that he assumed the mechanic was performing a preflight inspection as he did this.

According to Mr. Leary, the airplane suffered a hard landing in July 2021 that required him to replace two struts at the right wing and the landing gear.

Interview #2 Summary

Steven Leary
Accident Pilot

Interview Date; September 6, 2022

Mr. Leary stated that the mechanic placed an object in the strut and attachment clevis to secure the two, but he does not know what the mechanic used. He thinks it was not likely to have been the required 5/16" bolt as he would have secured it at the time.

Interview #3 Summary

Steven Leary
Accident Pilot

Interview Date; September 8, 2022

Mr. Leary stated that he was aware that the mechanic had used a temporary bolt to pin the aft lift strut to the wing after the annual inspection. There was no discussion between the pilot and mechanic as to who would complete the strut to wing installation.