



## RECORD OF CONVERSATION

**Noreen Price**  
**Aviation Accident Investigator**  
**Alaska Regional Office**

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**Date: January 8, 2020**  
**Persons Contacted: William Paget, DPE**  
**NTSB Accident Number: ANC20CA012 (N779LB SR22)**

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### **Narrative:**

Mr. Paget was the DPE providing a check ride for private pilot certification during the accident flight that occurred at John Rodgers Airport (JRF) on January 7, 2020. A telephone interview was conducted by the NSB investigator-in-charge and this is a summary of his statements:

- Mr. Paget was conducting a private pilot check ride with a student pilot. He stated that the student, Mr. Foreman, performed good for the oral and the high work.
- Before the flight, the student pilot did brief the wind conditions at the intended airport, and he knew it would be challenging. Mr. Paget knew it would be challenging for the student, but he knew he could handle them.
- He recalled that the winds at the accident airport, JRF, were 050 at 24 kts, but he thought the windsock showed more 060.
- The student pilot was asked to perform a soft field touch and go landing.
- The student pilot made his first approach to runway 4R and it was stable. Prior to the flare, the airplane drifted left, but the student pilot corrected nicely and landed on centerline. Mr. Paget was pleasantly surprised.
- During the subsequent takeoff, after leaving the ground, the right wing suddenly dipped right and the wingtip hit the runway. Mr. Paget was about to say abort when the nose of the airplane pitched up the airplane rolled left. Mr. Paget got on the controls with the student pilot and they both had full right aileron in in, but the airplane was not responding well, and the nose pitched down. The airplane reached 20 or 30 feet in the air before it came down to the runway.
- The airplane impacted the runway in a nose low left wing down attitude. Then the right landing gear collapsed, and the airplane slid to a stop. The right wing caught on fire near the aileron due

to a fuel leak. Both pilots evacuated the airplane.

- Mr. Paget received minor injuries to his hand.
- The AOA indicator did not indicate a stall during the sequence, nor did the warning horn sound.
- He observed the winds after the accident were gusting and very strong.
- Mr. Paget has been giving check rides for many years and never had an accident before.
- He believes that the accident was caused by the pilot overcontrolling the ailerons during takeoff and a very strong wind event; perhaps even wind shear. There was a wind shear warning at Honolulu that day, but not the area they were in.