



The National Transportation Safety Board

Office of Aviation Safety
Central Region
Memorandum for the Record
Cessna 525 Pilot Interview
Summary
CEN18FA132AB
Marion Indiana
April 2 2018

Richard Darlington, Chief Pilot; Avis Industrial Corporation [REDACTED]

Describe what happened

I have flown for Avis for 37 years. We had a trip on Monday morning, departed Marion at 815 with four employees. We were to go to Jackson MI to pick up one more Avis employee, then go to Victor lima lima at a Detroit airport there. Left here at 815, picked up one in Jackson (JXN – Jackson, Michigan). I landed at Oakland Troy (ref: *Oakland/Troy Airport-Troy, MI, USA*), spent day there. Then we took off from there at 4 to go back to Jackson, drop off one, then left to come back here. All legs were on an IFR flight plan. It was a nice day, first day of good weather in a long time - from Jackson back to Marion. Coming in at runway 22 at Marion, I canceled at Grissom (re: *Virgil Grissom Municipal Airport (Bedford, IN, USA)*). They told me no traffic between me and airport.

It was beautiful, could see forever. I didn't pick up anything on my TCAS. I thought I could see everything. Was a little high, little fast, steep descent. Normal straight in approach. Landed on runway 22. I was rolling through the intersection of 15-33 ...I didn't see what it was, but caught something, a flash out of right side cockpit window, and at same time felt yaw of airplane but not much. I didn't hear a big bang, but passengers did. My headsets were on. The airplane didn't move much. In my mind, I thought I got hit by another airplane. Thought it was my own son taking off. I got on the breaks hard, turned around to come back to intersection, cut off my switches and jumped out.

I knew everyone was ok in my airplane. The other airplane was on fire. Did not see anyone there, in actual airplane. Went over to gentleman laying grass, felt for pulse, didn't get anything there. Went back to my airplane, disembarked my passengers from the airplane, because of the smoke. Three passengers got out, all got into the car my son brought the car out to them, and they departed. My wife stayed with me. I got in the airplane, turned master switch off, tried to get a grip on the situation.

How far away from MZZ were you when you canceled with Grissom?

5-10 miles, might have been a hair closer than normal. On a day out when you can see that far out, a lot of times will cancel 15 miles out.

In your experience with Grissom, coming back in with MZZ, are they good with calling traffic?

So good to work with them, nice to pick up and cancel clearances. They pick up about 200 off the ground.

Did you make a 1227 UNICOM call for landing on 22?

I normally do that religiously, usually call at least 5 miles out, my normal procedure. For some reason, I can't remember making that call on that day. For some reason, it doesn't stick out in my mind that I did that. I normally do.

On your previous NTSB form statement, you said the TCAS showed no aircraft in the vicinity on ground or in air...is it a normal procedure to use TCAS approaching or to ref TCAS?

The way I have it set up, the primary instrument on the copilot side I have it set with terrain and TCAS, set at a 10 mile scale. Whereas on my pilot's primary instrument, the scale could be 50 miles or more. I always glance over there to the co-pilot's side to see if anybody is around. On that particular day, I was also definitely looking outside - it was a nice change to be able to see something.

After you cancel with Grissom, I am trying to get a feel for the timeline...do you recall hearing anything on 1227?

I did not hear anybody talk on 1227 around here at all.

You indicated you had a flight with the 150 pilot, can you go back to when that was, and do you recall if that 150 had a transponder?

The gentleman Kyle came in, not from this airport, we did not train him. He brought a 150 in and asked if we can go up with him. He did have his private license but had not flown a 150. All his training was in a 172. We set up a time. I met him at his hangar. This was 6 weeks ago. He checked out the airplane. He was surprised I knew about his straight tail Cessna. It just brought back memories. When I got into it, it was clean, he had an intercom we could talk back and forth. We got some fuel. We took off and I flew with him about an hour. We did slow flight, steep turns and stalls. Did a sequence from slow flight position with flaps at 40 degrees and did a simulated go around; I wanted to show him how much drag was on it. He handled it excellently. Did a really good job of flying, even the steep turns. He really did a good job. He had no horizon. He did an excellent job of landing. We put the airplane up. Told him "welcome to Marion." He was a really nice guy. I am positive his plane did have a transponder.

Do you recall whether you went to mode, what mode you selected on transponder prior to flight with him?

I did turn it on, we went out and flew. I honestly don't know if it worked. I really didn't watch whether it was bleeping or if a light came on on his transponder.

The others heard a back taxi call...I am trying to figure out when that call came in...and whether that call came in on UNICOM. Was that when you were still on Grissom? Trying to get a feel for timeline.

Correct. I am going through procedures then. I didn't hear him say back taxi. I know I didn't hear him say he was taking off. My speculation is that a lot of people when back taxiing on runway are looking for traffic, but when get to end, if already did run off, he probably turned around and just went without making another call. I don't fault him for that. From what little I know of him, he would have done a run up. I think he was a conscientious pilot from what I saw when I flew with him that one time.

There was 5 people total on your plane?

Yes - 4 passengers and 1 pilot when I arrived Marion. (1 crew and 4 PAX)

On finding the deceased person... I did not know that person, he was not the guy I flew with, it was the passenger I saw. Didn't immediately register it was Kyle's plane.

Did you see any aircraft on the airfield?

No. I definitely didn't see anything.

Talking about the customer he is flying for and pressure to fly/land...

I have been really lucky, I haven't felt any pressure. It is right in our SOP, when I shut the door, he's not the boss anymore (the corporate client).

In your approach, what is the lighting configuration?

I always have the landing lights on, going up I turn them off at 10k, always turn them on at 10k coming down.

Flight safety has been pushing that I have a choice of turning on landing lights or pulse lights; they are promoting pulse lights. I just need to use pulse lights more often. I just had landing lights on, not pulse lights.

They are LED lights. They are a lot brighter in this airplane compared to our old CJ. I would assume they show up better during the day.

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