



# NTSB RECORD OF CONVERSATION

**Investigator name:** Shaun Williams  
**Title:** Senior Aviation Accident Investigator  
**Region:** Central

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**Date:** 12 July, 2019  
**Person Contacted:** Roderick Leletal  
**NTSB Accident Number:** CEN19LA217

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## Narrative:

On July 10, 2019, about 1527 eastern daylight time, a Piper PA-34 airplane, N2930Y, sustained substantial damage during landing at Willow Run airport, Ypsilanti, Michigan. Mr. Leletal was acting as pilot-in-command of the accident airplane.

Mr. Leletal stated that he was pilot-in-command (PIC) of the accident airplane with a certified flight instructor (CFI) occupying the right seat. The CFI was there as a requirement of the flight school, since they do not allow the PA-34 to be flown without a CFI present. The purpose of the flight was to build flight time and experience prior to Mr. Leletal taking his ATP checkride.

Mr. Leletal said they left Pontiac about 1430 to practice instrument approaches. After several approaches, with the last being at Willow Run, they did about four touch and goes on runway 23R. On the last one (accident flight) he said the approach and flight around the traffic pattern was normal. On the downwind leg, about ½ way down the runway, the gear was selected down, with three green lights illuminating. When they were abeam the runway numbers, they added 10° of flaps and increased that to 25° when they were on the base leg. Mr. Leletal said that due to winds, he told the CFI he was only going to land with 25° of flaps. As the airplane crossed the runway numbers, the engines were idled and they were going about 90 mph. He said he tried to hold the airplane off the runway as long as he could and touched down on the 1,000ft runway marker. He said he did not hear a stall horn and did not feel any bangs or bumps, while classifying the landing as “smooth.”

Mr. Leletal stated that after touchdown they coasted about 1,000ft down the runway while retracting flaps to the zero position. After retracting the flaps, he applied full power to take off again and shortly thereafter, he recalled the CFI saying something to him, but he could not remember what was said, and noticed the right wing “digging into the grass.” After that, he recalled the airplane impacting the grass and coming to a stop.

END OF INTERVIEW