



## RECORD OF CONVERSATION

**Timothy W. Monville**  
**Sr. Air Safety Investigator**  
**Eastern Region**

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**Date: September 30, 2015**  
**Person Contacted: Richard Bargabos**  
**NTSB Accident Number: ERA15FA362**

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### Narrative:

Mr. Richard Bargabos was interviewed at the accident site on September 21, 2015, at 1656 EDT.

He provided a cell phone number of [REDACTED] and an e-mail address of [REDACTED]. He indicated that he is a commercial pilot with airplane single engine land, airplane multi-engine land, and instrument airplane (single) ratings. He also holds a CFI with airplane single engine and instrument airplane ratings. He has about 2,900 hours total flight time.

The last annual inspection to the airplane was performed in April 2015. Since then he reported there has been 1 oil change, and the No. 1 cylinder was changed.

He checked Ms. Depuy out in the accident airplane on August 29<sup>th</sup> during 2 flights (later determined to be on 8/29 and 8/30). He did the extensive check-out as she had been flying a Piper PA-28-140 (later determined to be PA-28-161). The first flight was 0.4 hour and the second flight was 1.4 hour. During those flights he had her demonstrate a departure stall, approach to landing stall, skidding cross control stall, and engine fire procedures. He also had her perform a dead-stick landing at NY91 following a simulated loss of engine power. He indicated she did very well flying to private pilot PTS standards.

The airplane was last flown by Brad Booth on September 19, 2015, there were no problems with the airplane during that flight.

He indicated that the pilot rented the airplane for a local flight, and during a conversation with her that day, she indicated to the passenger that he (Richard) was a great instructor and how she loved the airplane. Her behavior that day was what he reported "very responsible."

On the accident date he was at the Hamilton Municipal Airport (VGC), and saw her perform a preflight inspection of the airplane using the checklist. He estimated that the airplane had at least 3 hours of fuel on-board, and that Mike Magnusson talked with the passenger before departure. He heard the engine start OK, and noted she was in the left seat for taxi-out. He could not hear the engine run-up, and reported there is no security video at VGC, and the common traffic advisory frequency (CTAF) is not recorded.

The pilot departed VGC about 1215 for a local flight, and about 15 to 20 minutes later, he heard her announce on the VGC CTAF that the flight was over Colgate University. There were no other radio calls from her. About 20 minutes after her radio call, a Village Police Officer Jerry Longhorn came in to report the accident. He went up in an airplane and flew in the area and heard an emergency locator transmitter (ELT) signal, but was not able to visually spot the wreckage.

The airplane was not equipped with an engine monitor and GPS receiver.

When asked about the radar floor in the area he reported it was about 3,000 feet.

The digest was e-mailed to him for review on September 30, 2015, about 1028 EDT, and he replied the same day at 1301 EDT, with, "Tim, What you have written is my recollection of our conversation at the the accident site. Rick..."



## RECORD OF CONVERSATION

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**Date: November 4, 2015**  
**Person Contacted: Bradley Booth**  
**NTSB Accident Number: ERA15FA362**

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### Narrative:

Mr. Bradley Booth was interviewed at the Hamilton Municipal Airport (VGC) on September 22, 2015, at 1858 EDT.

He provided a cell phone number of [REDACTED] and e-mail address of [REDACTED]. He lives in Mohawk, New York.

He indicated that he is a private pilot and has about 90 hours total flight time. He indicated that he did not know either occupant.

He flew the accident airplane solo from VGC on September 16, 2015, and reported the flight duration was 0.3 hour. During that flight he flew once around the traffic pattern of VGC and ended the flight with a full stop landing then parked the airplane.

He also flew the airplane solo from VGC on September 17, 2015, and reported after takeoff he flew around locally and then returned to VGC where he performed 2 landings.

He was asked at any point during his 2 flights did he perform stalls or did the stall warning horn operate. He indicated that he did not perform any stalls during the flights, but indicated that during 1 of the 3 three landings he thinks he heard the stall warning horn just before touchdown. He also indicated that as part of his preflight for both flights, he did recall checking the stall warning inlet area and reported it was clear. He did not however operationally check it as part of his preflight checks.

He confirmed that the flaps functioned normally during the flight and there was no discrepancy with the airplane.

The digest was e-mailed to him for review on September 30, 2015, about 1235 EDT, and he replied the same day at 1446 EDT, with, "Good Afternoon Tim, I have reviewed the typed notes from our interview. I only have 2 changes I would make.

- 1) My email address is all lower case. [REDACTED]
- 2) I would prefer to say the flaps functioned normally rather than OK. As I had no issue with them.

Please let me know if there is anything else.

Thank you.  
Brad Booth"

These changes were incorporated into the narrative.