



## RECORD OF CONVERSATION

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

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**Date: June 23, 2016**  
**Person Contacted: Jefferson Shay Langley**  
**NTSB Accident Number: ERA16FA043**

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### Narrative:

Mr. Langley was interviewed at the church immediately adjacent to the accident site on November 21, 2015, at 1029 EST. Also present were Brian Weber (Textron Aviation), Mike Council (Continental Motors, Inc.), Bill Gill (Honeywell), and Corporal Dave Burdick of the Orange County Sheriff's Office.

At the beginning of the interview he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that any person NTSB talks with has the right to representation, he agreed to the interview without representation.

He provided a mailing address of [REDACTED] Orlando, Florida, [REDACTED], a cellular phone number of [REDACTED], and an e-mail address of [REDACTED]. He indicated he is a professional wake boarder.

He indicated that he is not a pilot, has not had flight training, but has flown as a passenger in a general aviation airplane.

On the date and time of the accident, he, and four other friends including his girlfriend were on his boat running the north line wake boarding, and were coming home. They were idling with the boat's radio on, and about 1 to 2 minutes later his buddy "Fish" indicated for him to watch the airplane. He (Jefferson) saw it and believed it was flying at 1,000 feet. He initially described the flight as "feathering", and indicated it made 2 hard banked turns climbing to about 2,500 feet during the turns. He later described the turns as climbing turns with change in direction. He indicated he flies drones and because of that is familiar with altitude. He could not recall if the turns were in the same or opposite directions, nor did he recall what direction the airplane was turning.

Following the second “hard bank” turn the airplane descended “straight into the water.” He described “feathering”, as changes in altitude and heading. He did not see any attempt to recover from the nose-low descent, and did not hear the airplane until it was descending vertically. The engine got louder, or “wound up” during the descent and also reported the engine sounded steady during the descent. He did not see the landing gear, and did not see any smoke or flames trailing the airplane. He estimated he saw the airplane a total time of 10 seconds.

Following the crash they revved the boat’s engine and drove to the site. After arrival they noted fuel on the water and his buddie’s neighbor (Kellman) dove into the water with a mask and a knife. He (Jefferson) did not have a mask, but got one 10 to 15 minutes later. Kellman was able to cut both occupants out of the airplane and loaded them onto his boat. The female was brought onto his boat first followed by the male; both appeared to be in bad shape.

He indicated the airplane appeared to be “out of control” from the first moment he saw it, and reported to him it seemed to be either a good show or the airplane was out of control.

He reported the wind at the time was from the north at 5 to 10 miles-per-hour, and the weather was clear; it began clearing up at 1000 EST that day. It was not raining at the time of the accident.

Personnel on the boat included:

Lindsey Howard – Cell Phone [REDACTED]

Eric and Joy Ruck – Cell Phone [REDACTED]

Christopher “Fish” Morgan – Cell Phone [REDACTED]

At the time he witnessed the accident he was located at 28 degrees 31 minutes 7.6 seconds North latitude and 081 degrees 24 minutes 32.8 seconds West longitude.

The digest was e-mailed to him for review on November 30, 2015, at 1226 EST. He did not reply.



## **RECORD OF CONVERSATION**

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**Date: November 30, 2015**  
**Person Contacted: Roy McCabe**  
**NTSB Accident Number: ERA16FA043**

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### **Narrative:**

Mr. McCabe was interviewed on November 21, 2015, at 1504 EST, at the boat dock where the airplane was towed to. He provided a phone number of [REDACTED] and an address of [REDACTED] [REDACTED] Orlando, Florida [REDACTED]

He advised that he is a non-pilot, but was in the U.S. Air Force. He was asked if he wears hearing aids and he indicated that he currently does not, but had applied to the VA for them but has yet to receive them.

On the date and time of the accident, he was in his boat on the lake about 75 feet from where the airplane crashed with the boat's engine idling, and indicated he couldn't tell what direction the airplane was flying from. He indicated that he never heard the engine, but looked up and saw the airplane descending vertically. He did not see any parts separate nor did he see any smoke trailing the airplane during the descent, and on impact with the water, saw a splash and heard a "boom" sound. He guessed the airplane was 200 to 300 feet up when he first saw it. The "wakeboard" guys motioned for him to come over, and he estimated he saw it for 2 to 3 seconds.

He indicated he did not make a written statement with the Sheriff's Office.

The digest was reviewed with him during the interview and he agreed with the content.



## RECORD OF CONVERSATION

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**Date: January 30, 2017**  
**Person Contacted: Mark A. Hume**  
**NTSB Accident Number: ERA16FA043**

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### Narrative:

Mr. Hume was contacted by phone on November 30, 2015, at 1244 EST. He was called at [REDACTED] and left a voice mail message. He returned the call the same day at 1259 EST. He provided an e-mail address as [REDACTED]

At the beginning of the phone call he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He provided an address of [REDACTED] Bothell, WA [REDACTED]. He also provided the address for Mr. Stimmel's daughter as [REDACTED] Roy, WA [REDACTED].

He indicated that he is a student pilot and has 22 hours. He conducted most of his flights in a float equipped Cessna 172. He indicated he is almost 52 years old, and he did most of the flights between 1980 and 1982. During that time he joined a flying club out of Seattle, and intended to get his single engine land then single engine sea ratings. Because he was a single parent at that time, he ran out of money and could not continue. When he was flying, he had soloed but had not done any cross country flights.

With respect to Mr. Stimmel, he is presently (during the call) at his house doing a remodel. He has known him since 2002 or 2003, and have worked with him at the ski/snowboard school. About 1.5 to 2.0 years ago, Mr. Stimmel purchased an RV Park in Montana, and has been married twice.

He indicated that Mr. Stimmel had not flown in several years, and had previously owned a V-tail Beech Bonanza. He was involved in an accident in Redding, California, in which the airplane was totaled. The circumstances of that accident were that he was flying to an "event", encountered bad weather that was not forecast, and impacted trees on a mountain. He was not injured, and hiked out of the area. He believed that accident occurred "quite a few years ago", maybe 10 years. NTSB research revealed the accident occurred in Willits, California, on 1/25/2005, and was identified by NTSB Case # LAX05FA076.

His (Mr. Stimmel's) long term goal was to fly clients from Seattle to Kalispell, Montana for summer and winter vacations. Mr. Stimmel set up Kavak Aviation LLC, and purchased the airplane in September in Phoenix, Arizona. After purchase, Mr. Stimmel had a certified flight instructor (CFI) named Jason fly it to Montana.

Since purchasing the airplane (FAA records indicate Kavak Aviation, LLC, with Mr. Stimmel as a managing member purchased the airplane on 9/14/2015), he has flown in the airplane with Mr. Stimmel. The flight was at the end of September and early October. During preflight of the airplane by Mr. Stimmel, he (Mark) discovered an issue with unequal tire pressure. The airplane was taken to Glacier, and the tires were filled. The airplane was topped off including the tip tanks, and he indicated that Mr. Stimmel was learning how to transfer fuel from the tip tanks. While at Glacier, a CFI named Karen met them. With Mark and Maria in the back, Mr. Stimmel in the left front seat, and Karen in the right front seat, the flight departed Kalispell, Montana about 1000, and flew to Missoula, Montana, where they had lunch and met a couple other CFI's including Jeff Wallenberg. During the lunch visit Mr. Stimmel talked about his upcoming trip in November to PR for his wedding. After lunch, Mr. Stimmel performed a preflight inspection, and returned to Kalispell. The flight was flown about 7,000 feet, and there were no reported discrepancies with the autopilot that was used on both legs. That round-robin flight was the only flight he made in the airplane.

In March 2015, he met Maria, got engaged over the summer, and flew the airplane to Florida, with plans to fly to Puerto Rico. Because of adverse weather, Mr. Stimmel was not able to fly his airplane to Puerto Rico, rather they flew there commercially, and were in PR from 11/4 thru 11/13/2015, then returned to Orlando.

He last talked with Mr. Stimmel via phone on 11/16/2015. At some point while talking to him after arriving in Orlando, he (Mr. Stimmel) indicated everything was "fine" in relation to the trip to Orlando, Florida.

On 11/20/2015, at 0630 (Montana time), he received a text message from Mr. Stimmel inquiring about the status of the remodel.

With respect to returning to Montana, Mr. Stimmel intended to fly to Gainesville, Texas; Phoenix, Arizona; Seattle, Washington; and finally to Kalispell, Montana, with plans to be back by Thanksgiving.

On 11/21 early in the morning, he saw a Facebook post about the plane crash. When he learned of the crash he saw 2 pieces of mail. The first was from Orlando Aircraft Services, and

referenced work order 116155-M, Invoice 70115. It referenced static in the comms, loose jacks at the pilot and co-pilot positions, and customer reported TIT being inoperable, that was suspected to be a faulty indicator. The second piece of mail was 2 signed copies changing the registration.

After learning of the crash he called Jeff and Karen and informed them about the crash. Karen told him she had trained Mr. Stimmel on the autopilot including how to engage and disengage it.

Mr. Stimmel had 3 children (Jennifer, Stephanie, and Shawn). Jennifer is 37 years old, Stephanie is 33 years old from the 1<sup>st</sup> marriage, and Shawn is from his 2<sup>nd</sup> marriage.

He indicated that Maria is close to her mother who lives in Venezuela. She (Maria) was taking pilot lessons at Glacier Jet Center.

The digest was reviewed with him during the call and he agreed with the content.



## RECORD OF CONVERSATION

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**Eastern Region**

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**Date: February 23, 2017**  
**Person Contacted: Gary Thompson**  
**NTSB Accident Number: ERA16FA043**

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### Narrative:

Mr. Thompson was contacted by phone on September 1, 2016, at 1030 ED. He was called at [REDACTED]

At the beginning of the phone call he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He indicated that he is a private pilot and has about 900 hours total time. He had owned the airplane (N7FG) for about 4 years (FAA Records indicated he purchased it on April 19, 2011, and remained in operational control of it until being sold to Kavak Aviation, LLC on September 9, 2015). During his ownership, he estimated that he flew the aircraft about 400 hours.

He was asked during his ownership span if he ever had any issues with the autopilot or trim rocker switches and he indicated he had not. He indicated that the previous owner had extensive work/overhaul of the autopilot system performed.

As part of the sale to the accident pilot, a pre-buy inspection of the airplane was performed at KGEU. Since the autopilot was an important component to the accident pilot, he had the airplane flown to check the autopilot in-flight which included coupled approaches. There were no discrepancies related to the autopilot reported. One discrepancy noted during the pre-buy inspection, was an issue related to TIT. Since the part was not available, he (Mr. Thompson) agreed to having it repaired as part of the purchase when the part was available. The airplane was flown by another pilot from Arizona to Montana, and the ferry pilot told him that the airplane was nice and in great mechanical shape. When the replacement part was available about 1 month

later, the airplane was flown by the accident pilot to Arizona. It was at that time he first met Mr. Stimmel. Mr. Thompson indicated that he did not fly with Mr. Stimmel as part of the purchase.

During a conversation with the purchaser (Mr. Stimmel), he relayed that he had a previous airplane accident about 10 years earlier (later NTSB research determined the accident occurred on January 25, 2005, and was identified as NTSB Case # LAX05FA076) in which he was flying a V-tail Bonanza. He explained that he was flying VFR but encountered IMC conditions, and impacted a mountain. As a result of the accident he got out of flying, but subsequently decided to get back into flying and called him about his airplane that was for sale. During his conversations with the accident pilot, he made reference over and over to him about the autopilot, and he would use it to prevent the type of accident he had years earlier.

Since being sold, the accident pilot communicated with him several times and he (Mr. Thompson) was asked if at any time did Mr. Stimmel indicate any issues with the airplane. Mr. Thompson indicated that all communication from Mr. Stimmel was positive and there were no reported discrepancies.

Mr. Thompson was under the impression that a flight instructor was on-board the airplane during the flights to Florida. He was asked if he knew the name of the instructor on that flight and he indicated he did not. He subsequently texted NTSB and advised that one instructor who had flown with the accident pilot and who had flown the airplane after the purchase was Jason Nargi, whose phone number is [REDACTED]

Because the accident pilot had been out of aviation for some period of time, Mr. Thompson was concerned and recommended to him Bonanza Pilot Proficiency Program (BPPP), Beech Talk, and a course about engine operation. The accident pilot mentioned to him about his upcoming trip to Florida.

He indicated there are 7 ways to override/disable the autopilot system and they are:

1. Depress the autopilot disconnect/trim interrupt switch on the pilot's left grip –Always worked OK and was his primary method
2. Depress the CWS switch on the pilot's right grip and hold to change configuration while temporarily disabling the autopilot
3. Pull the CB for the autopilot
4. Pull the CB for the trim
5. Turn the toggle switch on the autopilot mode control to off
6. Turn off the battery switch
7. Activate the rocker trim switch. He indicated that he would move the rocker switch with the AP engaged and the AP would disengage.

Since learning of the accident, he read about trim runaway, and indicated you would have to depress and hold the autopilot disconnect and trim interrupt switch, and would then have to retrim the airplane.



The digest was e-mailed to him for review on September 1, 2016, at 1302 EDT. He replied on September 2, 2016, at 1837 EDT with, "Looks good Tim. Have a great Labor Day weekend! Gary."



## RECORD OF CONVERSATION

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**Eastern Region**

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**Date: October 3, 2016**  
**Person Contacted: Jason C. Nargi**  
**NTSB Accident Number: ERA16FA043**

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### Narrative:

Mr. Jason Nargi was contacted by phone on September 1, 2016, at 1341 EDT. He was called at [REDACTED] and left a voice mail message. He returned the call the same day at 2015 EDT, and then called back the next morning at 1024 EDT. During that call he advised he did fly with Mr. Stimmel and would call back later that day between flights. He called at 1207 EDT, from [REDACTED]

At the beginning of the phone call on September 2, 2016, at 1207 EDT, he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He provided an address of [REDACTED] Whitefish, MT [REDACTED] and an e-mail address of [REDACTED]. His pilot certificate number is [REDACTED]. He indicated that he holds an ATP certificate with airplane multi-engine land rating and Eclipse EA500S type rating. He also holds a commercial pilot certificate with airplane single engine land and single engine sea ratings, and a flight instructor certificate with airplane single engine and instrument airplane ratings; the flight instructor certificate expires in March 2017. He has about 2,000 hours total time, and his flight experience includes being a "back seater" in the military. He estimated that he has about 30 hours in a Beech A36, which includes about 6 to 7 hours in the accident airplane. He is a corporate pilot and flight instructs on the side.

He was a flight instructor at Glacier Flight Center, and gave flight instruction to the accident pilot's daughter and fiancé. He indicated that he gave each between 6 to 7 hours of instruction. During those flights instructing the pilot's daughter or fiancé, he indicated that Mr. Stimmel wanted to sit in the back of the airplane to be an observer. During flight training with Mr.

Stimmel in back, Mr. Stimmel would impart instructions/guidance to his daughter or fiancé which interrupted the teaching process. Because of this, Mr. Nargi informed Mr. Stimmel that he would need to find another instructor, which made Mr. Stimmel mad. Sometime later, Mr. Stimmel contacted him and asked him to teach his daughter. It was during talking with the pilot's daughter that he learned of the pilot's previous accident. His fiancé was "determined" on getting her private pilot certificate, but he thought they would slow down their training.

He also indicated that he flew once with Mr. Stimmel as an instructor; the flight lasted about 1.0 hour and Mr. Stimmel was the pilot-in-command (NTSB review of Mr. Stimmel's pilot logbook reflects the instructional flight in N6056D, a Cessna 172 occurred on 7/16/2015, and was 1.3 hours in duration). In advance of that flight Mr. Stimmel indicated that he was getting back into flying after 10 years of being away. Because of the absence in flying and the pilot's reported previous accident of VFR into IMC, Mr. Nargi suggested to Mr. Stimmel to get a Cirrus aircraft which has a Cirrus Airframe Parachute System (CAPS). He reported that Mr. Stimmel had a strong personality, and did not want to take no for an answer. He (Mr. Nargi) was uncomfortable with the pilot's previous accident, and had a long conversation with him about his return to flying and advised him that his training should be long and slow.

He did not hear from the pilot for a couple months, and then Mr. Stimmel called him and advised that he purchased an A36TC Bonanza. He (Mr. Stimmel) asked Mr. Nargi to fly his recently purchased airplane from Arizona to Montana. Mr. Nargi flew the airplane solo from Arizona to Montana. He indicated that to him it looked like the previous owner took care of the airplane; the interior was immaculate, and the logbooks were perfect. He did fly the airplane from AZ to MT, and reported the flight duration was between 6 and 7 hours. During the flights, he indicated a problem with the right tip tank fuel transfer pump working too slowly. He recalled the landing gear selector handle was beneath the center yoke and it could not be easily seen. He also reported that with respect to the autopilot, when it was disconnected, the airplane had a tendency to have some nose-down trim, which was easily corrected by about ½ turn on the manual pitch trim wheel in the airplane nose-up direction to correct. He was asked if he used the electric pitch trim, and he indicated that he used it one time, and during that time he noticed there was a lag about 2 seconds after activating before the trim wheel moved. The information about the lag was based on his experience as a corporate pilot in a corporate jet, and may not be a reflection that there was a malfunction of the system. Because of the lag time and his flying experience in a Cessna 172 which utilized manual pitch trim, he reverted to that in the accident airplane and did not use the electric pitch trim any further. He noticed that the manual pitch trim wheel which is connected to the pitch trim servo, was stiff to move. He reported that he utilized the autopilot during a coupled ILS approach to KKGJ. He also utilized the HDG and ALT modes, and reported no issues with those modes. He indicated that the autopilot did disconnect OK, and when asked how he disconnected it he indicated he pushed the red colored autopilot disconnect/trim interrupt switch on the left grip of the pilot's control yoke. He also indicated that the autopilot annunciator panel would light up indicating the autopilot was on when the autopilot was engaged. Aside from the nose-down trim after autopilot disconnect, the slow fuel transfer from the right fuel tip tank, and the lag time when using the electric pitch trim, no other issues were noted during his ferry flights. He also indicated the airplane was very stable, forgiving, and was an honest aircraft. He was asked if he took any pictures of the airplane during his ferry

flights and he said he did. He was asked to provide any pictures to NTSB. He indicated the airplane was a, “very solid aircraft.”

Mr. Nargi indicated that sometime the middle of October 2015, he flew in the accident aircraft with Mr. Stimmel and another instructor; Mr. Stimmel was in the left seat and was the pilot-in-command (PIC) of that flight. He was happy that Mr. Stimmel asked him to go flying because he wanted to tell him about the nose-down tendency when the autopilot was disconnected. During that flight which lasted about 1 hour, the autopilot was engaged. Also during the flight, stalls, and steep turns were performed. At the conclusion of that flight, he (Mr. Nargi) suggested they familiarize themselves with the autopilot system. Mr. Nargi did indicate that Mr. Stimmel was familiar with the manual pitch trim wheel of the airplane. After the flight was concluded, he did not speak with Mr. Stimmel.

He provided a first name of 1 instructor (James), and based on information later provided by Mr. Stimmel’s daughter, Mr. Stimmel flew with an instructor from Glacier Park International Airport, to Orlando, FL. He also thought that the flight instructor who flew with them to Orlando planned to fly with them to Puerto Rico, but because that flight did not take place due to weather, the flight instructor returned via commercial aircraft to Montana. He indicated that the pilot’s daughter or fiancé would know the name of the instructor who flew with them to Orlando. With respect to the instructor who flew with them to Orlando, the pilot’s daughter would have that information.

He also provided the name of Karen, another flight instructor with Glacier Jet Center who flew with Mr. Stimmel.

Because of the pilot’s previous accident, he wanted a flight instructor to go with Mr. Stimmel to Puerto Rico, but because of the long expanse of open water during single engine operations, he (Mr. Nargi) advised Mr. Stimmel that he would not fly with him to Puerto Rico. Mr. Stimmel subsequently found another instructor from Red Eagle Aviation in Kalispell, Montana who would.

Following the accident, he listened to the voice tape and based on what he heard, to him it sounded as if Mr. Stimmel did disconnect the autopilot but the airplane had nose-low trim (based on his previous experience) and did not re-trim it.

The digest was e-mailed to him for review on September 7, 2016, at 1456 EDT. He replied on September 27, 2016, at 1600 EDT, with changes that were incorporated into the narrative. The corrected narrative was e-mailed to him for review on September 27, 2016, at 1655 EDT. He replied on, September 28, 2016, at 2145 EDT, with changes that were incorporated into the narrative. The final narrative was e-mailed for him to review on September 29, 2016, at 1058 EDT. He replied on October 3, 2016, at 1018 EDT with, “Tim, The write up looks good. Thanks Jason”



## RECORD OF CONVERSATION

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

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**Date: February 7, 2017**  
**Person Contacted: Scott Erickson**  
**NTSB Accident Number: ERA16FA043**

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### Narrative:

Mr. Erickson of D'Shannon Aviation was contacted by phone on November 22, 2016, at 1701 EST. He was called at [REDACTED] He provided an e-mail address of [REDACTED]

He was contacted to explain whether the accident airplane (N7FG), previous registration N1827W, S/N EA250, which was modified in 1981 by the installation of Beryl D'Shannon Wingtip Fuel Tanks per Supplemental Type Certificate (STC) SA808SO, allowed for a gross weight increase to the airplane. He was informed that a FAA 337 Form was found in the maintenance records dated March 19, 2006, referencing STC SA808SO without a gross weight increase due to installation of 15 gallon wingtip fuel tanks, but later in the description of work accomplished on page 2 was changed to STC SA153EA, which allowed a gross weight increase. He was told that the FAA 337 form allowing for the gross weight increase was not found in the aircraft's file located in Oklahoma City, Oklahoma. He was also informed that the airplane had just been bought by the accident pilot, but the previous owner advertised the airplane's new gross takeoff weight allowed per STC SA153EA as 3,833 pounds.

He indicated that in 2006 when the reported gross weight increase occurred, he was not in his current position (owner of the company). He was provided the registration of the airplane at the time (N1827W) and located a company file. He confirmed that the original STC installed 15-gallon wingtip fuel tanks, and indicated that he has notes reflecting two conversations in December 2005, with an unknown individual who inquired about a gross weight increase related to STC SA808SO. He also had notes from a conversation on June 5, 2006, with Joe Fritz of Fritz Aviation asking about the gross weight increase. During all conversations the individual(s) was/were informed that to get the gross weight increase, they would have to buy paperwork. A search of their records indicated there was no payment received to purchase paperwork which allowed for a gross weight increase.

The digest was e-mailed to him for review on December 23, 2016, at 1225 EST; he did not reply. The digest was e-mailed to him again on January 30, 2017, at 1434 EST. He replied the same day at 1951 EST, with comments that were incorporated into the narrative. The corrected digest

was e-mailed to him for review on January 31, 2017, at 0855 EST. He replied on February 7, 2017, at 1205 EST, with “Hello again Mr. Monville, The details you have provided in this most recent letter accurately represent the history of our interaction with the people who owned and maintained the A36TC, SN# EA-250. Feel free to contact me if I may be of further assistance. All the best, Scott Erickson D'Shannon Aviation [REDACTED]”