



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: October 29, 2012
Person Contacted: Robert James Page, Sr.
NTSB Accident Number: ERA13FA032

Narrative:

Mr. Robert James Page, Sr., was interviewed at the Suffolk County Police Department Impound facility located in Westhampton, NY on October 22, 2012, at 1126 EDT.

He provided a cell phone number of [REDACTED] and does not have an e-mail address, or home phone. He provided a mailing address of [REDACTED], Eastport, New York [REDACTED]. He advised his date of birth is [REDACTED].

He stated that he is an airframe and powerplant mechanic and his certificate number is [REDACTED]. He got his A&P certificate in 1980 or 1981. He was asked if he is an IA and he said no. He stated that he took the test and missed passing by 2 questions but has not retaken the test. He stated that he held a maintenance position in the military and was asked if he is a pilot. He stated that he does not have a FAA issued pilot certificate, but while in the military did have flight training as a crew-chief.

When asked how long he knew the accident pilot he responded casually for a couple years. He only knew him from 1N2 Airport. The accident pilot had owned a t-tail type airplane which was based at KFRG Airport. The accident pilot had mentioned to him about getting another airplane, and Mr. Page was asked if he was involved in the pre-buy inspection. He said he was not, and the next thing he knew the accident airplane was at 1N2, and in a hangar where he performed a condition inspection. He performed a condition inspection because the airplane was still in the experimental category.

The accident pilot opened the access panels, and he reported that he began the condition inspection on October 4, 2012, and signed it off on October 11, 2012. Mr. Page was asked what reference materials he used to inspect the airplane (airplane maintenance or service manual, 14 CFR Part 43 Appendix D, homemade checklist, etc.) he said inspected it only using his experience. When asked about discrepancies he did state that the tail wheel was out-of-round, which he advised the pilot of. He was asked about the flight controls and reported they checked good. He did report there was excessive corrosion control material on parts of the airplane that he had to remove in order to properly inspect it. When asked about his inspection of the engine he stated that he cleaned, tested the plugs at 80 psi (all tested good), and

reinstalled the plugs. He could only recall the No. 4 cylinder differential compression was 77/80. He could not recall the readings from the other cylinders. The pilot took notes of his inspection, and there was a discrepancy list. The note pad also listed dates and hours he worked on the airplane. He stated that following his inspection the engine was started and fan fine noting it obtained full static rpm. After the inspection the accident pilot did takeoffs and landings from 1N2. After the flight he asked the pilot how the airplane performed and he said fine. After the condition inspection the accident pilot and his girlfriend went flying in the airplane. It was then flown to KFRG.

On October 20, 2012, he saw the accident airplane and the accident pilot at 1N2 between 1000 and 1100 hours. Mr. Page only saw the accident pilot and did not see the passenger. At that time the accident pilot did not mention any discrepancies or issues with the airplane to him. When asked how the accident pilot looked he reported that he appeared normal. The accident pilot went into the hangar at 1N2 to look for the notepad which contained the discrepancies found during the condition inspection. Mr. Page confirmed no maintenance was performed at 1N2 on October 20, 2012; and he stated no fuel is available for purchase at 1N2.

On October 20, 2012, while at his recreational vehicle (RV) parked at 1N2 west of the runway and near the departure end of runway 18. He heard the engine start, and then looked outside but because of the distance from his RV he did not hear an engine run-up. He reported that what got his attention was a sound he described as an "after noise." The airplane at that time was past the departure end of the runway about 100 feet above ground level (agl). He stated that he was focused on the sound and did not recall the position of the landing gear. He was asked if what he heard was an after fire, and he reported it was not, it was an "after noise." He was then asked to describe the sound and he had difficulty doing so. He did state that he did not think the noise was part of the engine, but something else was going on. He was asked if he saw any smoke trailing the airplane and he said he did not. Mr. Paige thought that based on what he heard, the pilot would have returned, but he did not. He lost sight of the airplane behind trees. The next he heard was news of the crash. He was asked who had the maintenance records and he advised that he had them. His RV located was later determined to be at 40 degrees 49.355 minutes North latitude and 072 degrees 44.910 minutes West longitude.

Mr. Paige claimed that he has a fine ear for sound and can hear things amiss with an engine before maintenance finds the problem. He gave an example of how he previously heard an engine malfunction on another airplane during takeoff and brought that to the attention of the maintenance personnel. The engine was subsequently inspected and a discrepancy was found. Mr. Page was asked if he wears any hearing aid devices and said that he does wear one in his left ear; however, at the time of departure he was not wearing it because it was in for maintenance.

When asked what the accident pilot's occupation was he said manager of a building in Queens. He was also asked if he knew how much flight time the accident pilot had he responded he did not know.

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



RECORD OF CONVERSATION

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

**Date: October 29, 2012
Person Contacted: Bart Spadaro
NTSB Accident Number: ERA13FA032**

Narrative:

Mr. Spadaro was interviewed at the Suffolk County Police Department Impound facility located in Westhampton, NY on October 22, 2012, at 1215 EDT.

He provided a cell phone number of (██████████). He stated that he is the owner of 1N2 Airport.

He stated that he knows the accident pilot casually, but does not have any firsthand details about the airplane accident. He mentioned that his daughter (Susan) lives on 1N2 Airport.

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



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: October 29, 2012
Person Contacted: Robert James Page, Sr.
NTSB Accident Number: ERA13FA032

Narrative:

Mr. Robert James Page, Sr., was interviewed at 1N2 Airport on October 23, 2012, at 1520 EDT.

He stated that the hours and discrepancies found during the condition inspection were in his notes but he did not list the discrepancies in the maintenance records.

He stated that with respect to the condition inspection, he noted 2 cracks in the left side exhaust near the "Y". The exhaust was taken to Tebbens Steel Corporation located in Center Moriches, New York for repairs. He reported the entire exhaust system was taken there for the repair process which took about 1 week. Mr. Page was not present when the exhaust was repaired.

Following the repairs, the accident pilot installed the exhaust system onto the engine. Mr. Page asked the pilot to check for stress/misalignment when putting the exhaust on and the accident pilot reported there was no stress/misalignment. Mr. Page was asked in his opinion how the exhaust looked after the repair and he said it looked good.

Mr. Page relayed about hearing a discrepancy starting the engine in Brookhaven, New York. He was again asked if he had any manuals for the airplane and he said no.

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



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: October 29, 2012
Person Contacted: Susan Spadaro
NTSB Accident Number: ERA13FA032

Narrative:

Ms. Spadaro was interviewed at 1N2 on October 23, 2012, at 1546 EDT. She reported she has had some flight training but has not flown solo. She had known the accident pilot and the passenger since 2005. She reported that she has not met the passenger's daughter.

She stated that the pilot first brought the airplane to 1N2 on September 1st, or 2nd, 2012, and at that time he landed on the grass airstrip adjacent to their runway. When he got out of the airplane for that visit, he was sweaty and complained to her about the heater and the fact that he could not shut it off.

On September 30, 2012, the pilot flew the airplane with his girlfriend into 1N2, and on October 6, 2012, the airplane was worked on while at 1N2. The pilot flew the airplane from 1N2 on October 7, 2012.

She stated that on the accident date, the accident pilot landed at 1N2 and he and the passenger had lunch with her at her house located on 1N2. While at lunch, she later reported that the pilot looked sweaty, but the doctor was not. She did state that the accident pilot was heavy in the stomach and the doctor was about 5 feet 10 inches tall, thin and frail.

She stated that after lunch the accident pilot gave her a hug and kiss goodbye then both got into the airplane which was taxied to the approach end of runway 18, and paused. At that time she was outside on the east side of the runway near the departure end of runway 18. The airplane departed, and she reported it rotated about the first 1/3 of the runway, began climbing and the landing gear retracted. She reported that the engine sounded fine to her during the takeoff.

She was asked to make a written statement addressed to NTSB outlining the details of N80823 and the accident pilot.

The digest was reviewed with her during the interview and she agreed with the content.