



## MEMORANDUM OF CONVERSATION

**Aaron McCarter**  
**Air Safety Investigator**  
**Eastern Region Aviation**

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**Date: Wednesday June 10, 2020**  
**Person Contacted: Pilot Stephen Niesciur**  
**NTSB Accident Number: ERA20CA210**

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### **Narrative:**

Spoke with the pilot and discussed the accident. At first, he did not want to speak about it, but after assuring him that I just wanted to get the story while it was still fresh and find out the cause, he discussed it.

He stated that nobody saw the accident occur, but people heard it. People told him that the engine sounded good. The airplane was operating fine in the pattern. The wind changed direction while he was in the pattern, and he was landing with a slight tailwind, but it was only a few, maybe 5 knots. He had been in the air for about 15 minutes.

He was a little high on final, so he reduced power. He attempted a 3 degree glideslope.

On short final he was at 1,200 rpm, 70 knots and he looked over the nose but didn't see the runway; he immediately added more power because he thought he was sinking too fast, and as soon as he added power, he heard a "Bang!"

He does not believe he stalled. The runway is shaped like a bowl. There is a dip in the middle, so the threshold is higher on the runway ends. He was aiming for 1,000 feet down the runway and may have misjudged his actual altitude which put him close to the antennae.

The carburetor was rebuilt recently, and there was cable tension that was different than before, but it was operating well. Just took some getting used to the new cable tension. There were no mechanical irregularities [END]



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**Date: Wednesday June 10, 2020**  
**Person Contacted: FAA Inspector Josh Albretht**  
**NTSB Accident Number: ERA20CA210**

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### **Narrative:**

Spoke with inspector and discussed the events surrounding the accident. The airport manager informed him that the pilot got behind the airplane during final approach and came in too low and struck the antennae. There was substantial damage.

After striking the antennae, the airplane struck the ground and skidded for about 200 feet, before coming to rest in the grass on the extended runway centerline. The airplane can be moved if it has not been already. [END]



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**Date: Wednesday June 10, 2020**  
**Person Contacted: Airport Manager, Joe Kerchinski**  
**NTSB Accident Number: ERA20CA210**

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### **Narrative:**

Spoke with the airport manager and discussed the events surrounding the accident. The pilot came in too low and clipped the antenna on final. The tail or horizontal stab struck the antennae and the airplane struck the ground immediately afterwards. It skidded for a couple hundred feet before coming to a stop, taking the landing gear off in the process. [END]