



## RECORD OF INTERVIEW

**Dennis Diaz**  
**Air Safety Investigator**  
**National Transportation Safety Board**  
**Office of Aviation Safety - Eastern Region**

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**Date: April 8, 2014**  
**Person(s) Interviewed: Lowell Crandall, Witness**  
**NTSB Case Number: ERA14FA182**

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### **Narrative:**

-Mr. Crandall was a neighbor of the pilot (Mr. Monroe) and frequently watched him when he operated from his home airstrip. He watched as the pilot maneuvered the airplane in the vicinity of his airpark home during the afternoon of the accident flight. He noted that the airplane had previously approached from north to south at a moderate speed, at about tree top height, and with the engine making a relatively constant sound. The airplane then climbed, and turned after reaching the trees on the south side of the north/south oriented pasture. Following that low pass, the pilot returned and landed on the east/west oriented runway. A passenger then disembarked the airplane and the accident passenger boarded before the airplane again departed to the east.

-The airplane then approached the area again for the accident pass. The airplane approached from the north and seemed to be flying slower than it had during the previous pass. The engine sound was smooth and continuous. As the airplane approached the north/south pasture, it was initially at an altitude above the tree tops, and gradually descended to about tree top height.

-He diverted his attention away from the airplane to the actors on the ground but still heard the airplane's engine in the background. The engine sound "got quiet" and then suddenly powered back up. The engine did not sputter or backfire at any point during the sequence. His last recollection was hearing the engine sound increase, and he could not recall any of the events that subsequently occurred.



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**Date: April 8, 2014**  
**Person(s) Interviewed: John Davis, Witness**  
**NTSB Case Number: ERA14FA182**

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### **Narrative:**

-Mr. Davis was a neighbor of the pilot (Mr. Monroe) and frequently watched him when he operated from his home airstrip. He watched as the pilot maneuvered the airplane in the vicinity of his airpark home during the afternoon of the accident flight. He noted that the pilot had made several low passes over the area and that those passes were generally made at a moderate speed (faster than typical landing speed, but not really fast), and that during those passes the engine sound was continuous. During those passes the pilot never made any steep turns.

-During the accident pass, the pilot approached the north/south oriented pasture (see Figure 1) from the north, heading south, parallel with the pasture, at a relatively slow airspeed with the engine "idling." The airplane was positioned about almost overhead of the trees at the west side of the pasture. As the airplane proceeded to a point about 1/3 down the length of the pasture it entered a shallow bank (about 20 degrees) to the left. Simultaneously while banking, the airplane began descending below the height of the trees, as it tracked east. Throughout the turn the bank seemed to remain constant. About 90 degrees into the turn, prior to the airplane reaching the large single tree in the adjacent pasture, the engine power sounded as if it rapidly increased to full for 3 to 4 seconds. As the airplane approached the single tree, the engine power reduced to idle again. The airplane then continued in the turn, descended and impacted the ground.



Figure 1 - Witness Location