



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: December 12, 2015
Person Contacted: David Tiber (Witness)
NTSB Accident Number: [REDACTED] ERA16FA064

According to Mr. Tiber, just before the accident occurred, he was flying in to Nemaocolin Airport from the northwest. As he descended there was some moderate turbulence as he passed through 3,000 ft. msl. He then joined the traffic pattern for Runway 23. The visibility was better than 10 miles at the airport and he estimated that the ceiling was at 3,500 ft. to 4,000 ft. msl.

After he landed, the accident airplane took off from Runway 23. He did not notice anything unusual with the accident airplane, and as it taxied out and took off, the engine sounded fine.



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Date: December 15, 2015
Person Contacted: Phil Welzant (Witness)
NTSB Accident Number: ERA16FA064

According to Mr. Wentzel, he was standing by the animal pens between the Black Bear and the Buffalo enclosures. He heard the engine of the airplane and it sounded fine, as it went over with the landing gear in the down position about 800 yards from him.

The airplane was "pretty low", and he then saw it bank to the left, and lost sight of it behind some buildings.

He then heard the airplane strike trees, and then the ground, and saw a fireball erupt, and then smoke.



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Date: December 15, 2015
Person Contacted: Lloyd Eicher (Firefighter)
NTSB Accident Number: ERA16FA064

According to Mr. Eicher, he was in his truck going to the post office, when he saw the airplane takeoff. After the takeoff it was banking to the left and he did not see anything abnormal. He then lost sight of it.

Later, he was the first firefighter on-scene, and he saw the paramedics working on the victim who escaped from the airplane after it hit and then had collapsed on the golf course. He then began moving the crowd of onlookers back.



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Date: December 15, 2015
Person Contacted: Kim Carlson (Spouse)
NTSB Accident Number: ERA16FA064

According to Mrs. Carlson, her husband had served in Vietnam and had been flying "Hueys" for the Army, and afterwards in the National Guard for several years.

Her husband loved flying and was very experienced.

He had an incident 11 years ago, when he landed "wheels up."

She advised that they had the "door light" come on a few times before, and that the door was hard to latch.



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Date: December 16, 2015
Person Contacted: Chad Braley (Witness)
NTSB Accident Number: ERA16FA064

According to Mr. Braley, he was Mr. Carlson's employer, and that they were at the resort for a business conference.

Around the time of the accident, Mr. Braley looked out the window of his room to see if Mr. Carlson had left yet. He saw him back taxi on the runway and then takeoff. He observed the landing gear retract, and the airplane turn towards the east like he was departing the area but, instead it continued to turn like it was joining the downwind leg of the traffic pattern. He then saw the landing gear extend, and the airplane started descending. Then while it was on what would be the base leg of the traffic pattern, it started to descend more rapidly. He saw nothing come off the plane and the engine sounded normal to him. He thought that "it was too low to be turning." He then lost sight of the airplane, due to the terrain, and then observed smoke coming up.