

RECORD OF <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME 10:30 AM	DATE 12/02/2015
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION John Breen, Michael Newman, David Bedard FAA from EA-63 FSDO [REDACTED]		ROUTING SYMBOL INITIALS	
Kevin Cameron Pilot Cert. [REDACTED] Contact: [REDACTED]			
Location of interview was Curtiss Aero office in Danbury, CT. [REDACTED]			
SUBJECT Interview with Kevin Cameron pilot of N771BT initial reported a bird strike			
on 11-24-2015 at 1850 EST.			
DIGEST The pilot Kevin M. Cameron flying N177BT Cirrus SR22 on 11-24-2015 took off from White Plains, NY at 1806 EST. to Danbury Airport (KBXR). About a 12 minute flight. Kevin Cameron was on approach to Danbury Airport (KDXR) at 1818 EST. Kevin Cameron reported Visual Flight Rule and calm conditions at night into Runway 26 at KDXR. Kevin Cameron reported asking the tower (ATC) at KBXR to turn the lights up to see Runway 26 better. The tower complied and made the lights brighter on Runway 26 according to Kevin Cameron. Kevin Cameron made a long left turn approach into Runway 26 to avoid the two red obstruction lights. Kevin Cameron heard a loud thunk about 5-10 seconds just before the highway (Route 7 CT.). Kevin Cameron estimated an airspeed of 90 knots and did not know his altitude at the time. Kevin Cameron proceeded over the highway reporting the aircraft felt fine and landed on runway 26 at KDXR without incident. Kevin Cameron reported a bird strike to the tower at KDXR. Kevin Cameron reports doing a post flight walk around with an airport employee and thinking it was a bird strike and there are osprey in the area according to the airport employee. This was Kevin Cameron's first landing into KBXR. Kevin Cameron was the only person on board the aircraft. Kevin Cameron reported no injuries. KBXR Airport Manager Michael Safranek inspected N177BT on 11-25-2015 and contacted Kevin Cameron to inform him it was not a bird stike.			
CONCLUSION, ACTION TAKEN, OR REQUIRED No action taken at this time.			
DATE 12/03/2015	TITLE FAA Aviation Safety Inspector	SIGNATURE [REDACTED] JOHN BREEN	



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: December 9, 2015
Person Contacted: Kevin Cameron (Pilot)
NTSB Accident Number: ERA16CA056

According to Mr. Cameron, He was planning to fly to South Carolina on November 25, 2015 but was not night current so he decided to fly on the evening of the 24th to get current and flew over to Danbury, Connecticut to buy fuel.

He took off from runway 34 at White Plains, New York and flew direct to Danbury. He then entered the left hand traffic pattern for Runway 26. There were radio towers near the airport so he extended his downwind leg to avoid them. Then when he turned from the base leg onto the final, he overshot the final. He then adjusted his flight path to intercept.

When he turned final, the tower controller realized the runway lights were at low intensity, then advised him that they were dimmed, and increased their intensity to make the runway more visible. The runway end identifier lights were out of service per the NOTAMs and the displaced threshold was unlighted.

He believed that he may have gotten "pretty low" before he crossed the highway and there was a "thunk" like noise, that occurred just prior to him crossing it on the final.

He believed that the approach was stabilized and he did one of his best landings.