



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: July 6, 2014
Person Contacted: Tony Perry (Pilot's Son-In-Law)
NTSB Accident Number: ERA14FA327

According to Mr. Perry, his Father-In-Law had another accident about 15 years prior, in his Piper Super Cruiser when he landed and the airplane nosed over. It was heavily damaged and he never reassembled it and ended up parting it out.



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Date: July 6, 2014
Person Contacted: Alan Hasman (Pilot's Nephew)
NTSB Accident Number: ERA14FA327

According to Mr. Hasman, regardless of wind his uncle would always land in a slip configuration, both with the Cessna and the Comanche. He also liked to touchdown around the windsock midfield. On the day of the accident he believed that his Uncle may have landed downwind to roll out to the hangar so he would not have to taxi back.

About a month prior to the accident he had to have the left wingtip replaced and work done on the left aileron.



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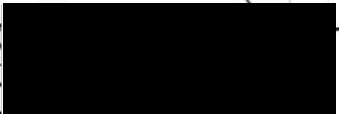
Date: July 6, 2014
Person Contacted: Mark Gillette (Friend of Pilot)
NTSB Accident Number: ERA14FA327

According to Mr. Gillette, he and the pilot were friends and the pilot had been his flight instructor and taught him to fly.

He stated that the pilot liked to land downwind as he considered it a challenge and would do it all of the time. As a result, he had replaced about three wingtips in the recent past, and had to have repairs done to the left wing.

He also liked to slip the airplane in to land all of the time on the north end of the runway in between the trees as part of the challenge.

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 1545	DATE 7/7/14
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
ALAN HASMAN		SYMBOL	INITIALS
SUBJECT ALAN IS NORMAN HASMAN'S NEPHEW AND A PILOT TOO.			
QUESTIONS 1) ALWAYS USED A SLIP WHEN LANDING. ALWAYS CROSS CONTROLLED WHEN LANDING. 2) WORKED ON AIRCRAFT WHEN WORKING AND WORKING. WHY WOULD C.B. AVIATION REMOVE THE WING TIP? DAMAGED TIP ABOUT 1 YEAR AGO. FERRIED TO C.B. AVIATION FOR REPAIR. 3) LANDED HIS COMMANDER THE SAME WAY. ALWAYS SLIPPED WITH ANY AIRCRAFT HE FLEW. THAT WAS THE WAY HE WAS TAUGHT TO FLY AND HE PLANNED LANDED THAT WAY. ALAN DID NOT KNOW WHY HE DID THAT.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 7/7/14 TITLE PAI SIGNATURE [REDACTED]			

RECORD OF <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME 1500	DATE 7/9/2014										
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION			ROUTING <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%;">SYMBOL</th> <th style="width: 50%;">INITIALS</th> </tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>	SYMBOL	INITIALS								
SYMBOL	INITIALS												
MR. MARK GILLET PILOT : LONG TIME FRIEND OF MR. HASMAN			(ROUTING SYMBOLS/INITIALS)										
SUBJECT ACCIDENT 7/5/2014 PARMA, NY			(ROUTING SYMBOLS/INITIALS)										
DIGEST MR. GILLET STATED HE KNEW MR. HASMAN FOR A LONG TIME. MR. HASMAN TAUGHT MR. GILLET HOW TO FLY. HE STATED MR. HASMAN "LIKED TO PUSH IT" AND "WAS A HOT RODDER". HE LIKED TO PERFORM DOWNWIND LANDINGS FOR THE CHALLENGE. HE WOULD LIKE TO SEE HOW CLOSE TO THE TREES HE COULD GET AND SEVERAL TIMES LANDED WITH LEAVES IN HIS LANDING GEAR. HE LIKED TO "SLIP IT IN TO THE BOX" (REFERRING TO THE NORTH END OF THE RUNWAY) AND IT WAS THE REASON HE DAMAGED 3 WINGTIPS IN THE RECENT PAST. I ASKED WHY MR. HASMAN DID NOT REMOVE THE TREES AND VEGETATION AT THE NORTH END? HE STATED THAT MR. HASMAN ENJOYED THE THRILL OF THE CHALLENGE LANDINGS THAT THE BOX PRESENTED.													
CONCLUSION, ACTION TAKEN, OR REQUIRED													
DATE 7/9/2014	TITLE PAI	SIGNATURE 											

Statement of Fact

FAA File: 2014EA23A0002

NTSB file: ERA-14FA-327 –Fatal Aircraft Accident, July 5, 2014, Parma, NY

Aircraft: Cessna 140, N76850

On July 5, 2014, at approximately 1535 local time, I arrived on the scene of a fatal aircraft accident located at [REDACTED] Parma, NY. Spencerport Fire Department and Monroe County Sheriff's Department were on scene. I was briefed by both first responders. N76850 was laying upside down in a wheat field, facing in a general northerly direction. There was no smell of fuel and the aircraft did not show signs of a fire. One propeller blade was bent rearward, all wing struts were bent or kinked and both wing tips were damaged. The top of the horizontal stabilizer and rudder were damaged. The ELT was found in the over head on the pilot's side. It had slipped out of the holder and was still in the "armed" position. I opened the back and removed the battery. I shut the Master switch off. First responders had shut the magnetos off.

[REDACTED]

There were tire tracks in the East side grass border of the wheat field and the wheat itself leading to the aircraft. They appeared close to an intersecting runway in a southerly direction. The right tire marks were just on the runway and the left tire marks were in the tall grass just off the runway. As they progressed in a generally southerly direction, they increased their angle into the wheat until they stopped at the overturned aircraft.

After talking to Investigator Todd Gunther of the NTSB, the aircraft was righted and secured in Mr. Hasman's locked hangar. When the aircraft was righted, the smell of auto gas was observed. The fuel tank indicators showed full on the left gage and between $\frac{1}{4}$ and $\frac{1}{2}$ on the right gage. The fuel selector was on the right tank. After Inspector Ottney witnessed the position of the selector handle, I turned the selector to "off" due to fuel leaking out of the bottom of the engine cowling.

I certify the above information to be true:

[REDACTED]

John D. Liccini Jr.
Principal Avionics Inspector

Date

7/15/2014



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: July 30, 2014
Person Contacted: David Hasman (Pilot's Son)
NTSB Accident Number: ERA14FA327

According to Mr. Hasman, his father owned the airport and had moved to Arizona about 20 years ago but would spend his summers in North Chili, New York, would keep the airplane hangered on the field, and would fly out of the field when he was there.

His father had owned three airplanes over the years, a Piper Comanche, a Piper Super Cruiser, and the Cessna 140.

He advised that his father had been involved in at least one previous accident, when during landing, his father was rolling out to the west (Runway 27), when the airplane became airborne again and then mashed into the trees.