



RECORD OF CONVERSATION

Joshua D. Cawthra
Senior Aviation Accident Investigator
Western Pacific Region

Date: 7/22/2018
Person Contacted: Simon Diver (CAF Check Pilot/Instructor Pilot)
NTSB Accident Number: WPR18FA201

Narrative:

During an in-person interview, Mr. Diver reported that prior to flying with Greg, he sent a general email summary of what he had in store for the flights. Mr. Diver said that he never flown with him and wanted to be prepared. He said that Greg did a type course in May, so he wanted to work through various items. After a 45-minute brief about this background, training, a little about him and such, Greg performed a weight and balance and performance checks, and then they went out to the airplane and checked the fuel again. During the first flight, it was just the two of them, and they had about 400 gallons, empty airplane. Everything was briefed for Greg to fly the airplane from the right seat. The first flight included almost everything they had briefed, except for a simulated engine out or hydraulic malfunction.

Mr. Diver said that during the first takeoff, he had to get on the controls, as the airplane didn't have balanced power. He mentioned that the air work was great, and they did more landings, and he helped Greg through the systems, checklists, and procedures. Following the flight, they did a 45 minute debrief and planned on 2 hours on Saturday.

Mr. Diver said that on the second flight, which was on a Saturday, they did the first half of the flight with Greg as the pilot flying, then the second half was Greg performing as the pilot not flying. All landings were to a full stop and taxi back. Mr. Diver said that Greg was struggling, but he was doing ok and was willing to learn and listen. He said that there were no issues in the air, and all the issues were on ground control. Mr. Diver said that Greg seemed to leave control inputs in longer than he would have liked, and that as they worked on things, Greg was getting better. He added that the control inputs were a "lazy inputs, similar to those for small airplanes."

Mr. Diver recalled that on one of the first takeoffs, Greg had an issue on bringing power up, as the power was bring brought up to 30 inches to verify power check, Greg let off the brakes. Mr. Diver

recalled thinking that he expected Greg to be a bit further along as he had just come out of a recent type rating than he was.

Mr. Diver said that he spent a lot of time talking to Greg about locking the tailwheel on takeoff, which included instructing Greg to engage the tailwheel lock while turning onto the runway, with about 20 to 30 degrees left in the turn, and let the airplane roll straight ahead, and tap brakes if needed to confirm that the tailwheel locked. During the first flight with Greg, on one of the takeoff's, Mr. Diver said that Greg had a bit too much of momentum as they turned onto the runway, and the tailwheel did not lock, and that nor he or Greg caught it. Mr. Diver said that he contributed the swings on the runway during takeoff to Greg still getting a feeling for directional control on the takeoff. Mr. Diver stated that during the landing, he assisted Greg with directional control during the landing roll and that Mark (unit lead and maintenance), saw one of the landings, and the tailwheel was crooked (flight without it locked).

Mr. Diver stated that he felt there was nothing mechanically wrong with the tailwheel. By the time he showed up Saturday, they (Greg and Mark) had already looked at it. Mr. Diver also stated that it was the first and only time he'd ever taken off with the tailwheel unlocked.

Mr. Diver reported that throughout his time flying the DC3, including the accident airplane, and roughly 12 different airframes, he's never had the tailwheel lock not function until that Friday flight with Greg.



RECORD OF CONVERSATION

Joshua D. Cawthra
Senior Aviation Accident Investigator
Western Pacific Region

Date: 7/25/2018
Person Contacted: Simon Diver (CAF Check Pilot)
NTSB Accident Number: WPR18FA201

Narrative:

During an in-person interview, Mr. Diver reported that during his training flight with Greg, Greg had a lack of flare, hit the ground, and he took over and initiated a go-around due to Greg not initiating a recovery from the bounce. Mr. Diver recalled that Greg had no complaints about not being able to see outside the airplane during operations, takeoffs, and landings. However, one time during ground operations, Greg commented that he couldn't see over to Mr. Diver's side of the airplane.

Mr. Diver stated that Greg's first flight was not satisfactory at all, and that Greg showed gradual improvement with directional control. He also recalled that Greg told him that the airplane was more "squarely" than what he had flew with Dan in training in Arkansas. Mr. Diver stated that Greg also commented that the power settings were different than what he was used to during training. Mr. Diver stated that they use the following: power checks 30 inches or barometric and 2350 rpm, 44 inches 2700 rpm for takeoff, meto power 42 inches / 2550 rpm, and climb is 36 inches, 2300.

Mr. Diver recalled that when he talked to Randy sometime during the week between training flights and the accident flight, he told Randy that he flew with Greg, said he's weak on the ground, however, fine in the air, except learning how a large wing span airplane reacted. Mr. Diver said that he made no mention to Greg taking off at a heavy weight. He recalled that Randy said that he'd put Greg on the first leg, then Chris on the second leg.

Mr. Diver Simon stated that the reason he signed Greg off was that while in the second flight debrief, Greg's attitude was good, as there was improvement in the handling of the airplane. At the completion of the checkout, Mr. Diver thought Greg could take off and land without assistance, however, had some concern about reaction time to a divergence of heading on the ground. Mr. Diver said that with Greg's first flight, he was slow to react, and held inputs in for a long time. Mr. Diver added that he never talked to Greg about taking off in the airplane heavy. Mr. Diver said that during takeoffs throughout the

training, and taxiing, Greg tended to go to the right first, and seemed to overcorrect to the left by leaving control inputs in for too long.

Mr. Diver reported that the goal of the unit was to get Greg the DC3 type rating authority on his examiner certificate at some point down the road. Mr. Diver stated that he talked to Greg about it and how he would give the checkrides and recalled that Greg mentioned that even the FAA FSDO wanted him to have it on his certificate. Mr. Diver recalled no discussion with anyone about future PIC rolls in the airplane.

Mr. Diver said his goal was to sign Greg off, let him get more experience, he could eventually go to get the DC3 added to his DPE authority. Mr. Diver felt some pressure to get Greg signed off due to time frames before Oshkosh, but nothing imposed by the unit or anyone else.

Prior to conclusion of the interview, Mr. Diver reiterated that Greg was behind the airplane on takeoffs and landings, however, fine in the air.