



RECORD OF CONVERSATION

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Eastern Region

Date: January 11, 2022
Person Contacted: Jacob Alan Dean
NTSB Accident Number: ERA22LA101

Narrative:

Mr. Jacob Dean was contacted by phone on January 11, 2022, at 0919 EST. He was contacted at [REDACTED] He provided an e-mail address of [REDACTED]

At the beginning of the interview he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He provided a home address of [REDACTED] Glasgow, Kentucky [REDACTED] His date of birth is [REDACTED] He does not have a student pilot certificate and has about 4 hours of flight instruction. He bought the airplane the middle of October or early November 2021.

He was asked to explain the flight including any preflight inspection, from takeoff to accident:

Since his boss had flown his airplane to Lebanon Municipal Airport (M54), Lebanon, Tennessee, he drove there to start his flight that day. Before departure they did an engine run-up. The flight proceeded to Tompkinsville-Monroe County Airport (KTZV), Tompkinsville, Kentucky, where 1 landing was performed; the flight duration was about 30 minutes. After landing they performed an engine run-up, then departed, performed turns, then returned to TZV and landed. He and another person fueled the airplane. The fuel tanks were checked for contaminants. The flight departed to return to M54 but encountered a headwind, which resulted in the flight being 1 hour. Because of the wind condition the flight instructor was flying and turned to land. He (Jacob Dean) looked out his left window and noted the airplane was "coming down really fast." He saw a fence and did not clear it. The nose landing gear clipped the fence and they landed hard which

damaging the nose landing gear. They got out of the airplane and the airport manager (Heather) responded and advised she had called the appropriate resources.

He was asked the following questions-

Who was flying the airplane during the accident flight?

During the turns above the airport at TZV he was, but when at M54 because of the wind condition the flight instructor was. The flight instructor was also flying during the accident landing.

What seat was he in?

The left seat.

What restraint was he wearing?

The seatbelt. The airplane did not have any shoulder harness.

Was he injured?

No. But he did feel sore. He did not break any bones.

When he first saw the fence did he say anything?

He was just about to say something to the flight instructor and also pull aft on the control yoke but the airplane hit the fence at that time.

Did the flight instructor say anything about the accident afterwards?

His words were "that was a first for him."

Can you explain information about the sun and sun visor?

Once they were all outside of the airplane, the airport manager asked what happened. The flight instructor reported he stopped being able to see, the sun visor dropped down, and he (Jacob Dean) said the sun was across the runway.

Did you perceive any issue with the engine?

No. That was the easiest running engine. It ran good and was easy to start.

Is the airplane repairable?

I don't know if it is. An airframe and powerplant mechanic checked it out but they are having another mechanic inspect it.

Was the airplane insured?

No.

Was there just 2 of you on-board?

There was another person in the back seat. His name is Amos and he is a Mennonite, who had just started working for his boss (Ben).

Questions Continued-

What was the time of the accident?

1445 hours local.

Was the flight instructor or other passenger injured?

Not that he was aware of.

What was the wind at the time?

He was not sure. He thinks there was a 15 knot headwind.

What runway were they landing on?

Landing runway 19.

Did the airplane land short of the runway?

It landed about 30 ft short of the runway then slide about 80 ft.

Who has the maintenance records?

He does.

Did he have any questions for NTSB?

What could he ask?

Any questions that I can answer factually. I informed him that I would be interviewing the instructor just like I had him.

The call ended at 0945 EST.

The digest was e-mailed to him for review on January 11, 2022. He replied the same day at 1536 EST with comments that were incorporated into the narrative. The corrected digest was e-mailed to him on January 11, 2022.