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Date: January 21, 2023

Subject: ERA23FA113, Record of Conversation/Interview

Contact: Larry Rohl, Sole Stockholder of Daviation, Inc.

Mr. Larry Rohl of Daviation, Inc., contacted NTSB by phone on January 21, 2023, at 1703 EST. He called from [REDACTED]. The call was not answered as NTSB was driving. Mr. Rohl was contacted by the same day at 1821 EST. He was called at the same number. Mr. Rohl provided an email address of [REDACTED].

He was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

He was advised that I was the NTSB investigator in charge of the investigation.

He was asked the following questions –

Who has the maintenance records?

He does. He indicated that he made copies today to satisfy the insurance adjuster and will send the originals to me. The Continental IO-550B engine had been factory overhauled in 2019. There was an oil change 30 hours earlier and an annual inspection 70 hours earlier. He added that a few years earlier he flew the airplane “around the world.” He last flew the airplane the Tuesday and Wednesday before the accident date. He flew a total of 12.8 hours to Wisconsin, Illinois, then Oklahoma. After flying those hours, he added one or one and a half quarts of engine oil. The engine had about 1,050 hours since major overhaul.

Mr. Rohl was advised that I would consult with the insurance adjuster Patrick Dolan, and NTSB wanted to inspect and copy them as necessary.

NTSB Questions Continued –

Was there any issue with the engine during your flights?

“Ah negative nothing.” The engine is generally operated at 23 inches of manifold pressure and 2400 rpm. He operates the engine about 25° Rich of Peak (ROP), not Lean of Peak (LOP).

Did Mr. Taub operate ROP or LOP?

I don’t know. Another instructor checked him out, but that instructor was taught by Mr. Rohl.

Explain Daviation, Inc?

He is the sole stockholder and owns several aircraft.

How long has Mr. Taub been part of Daviation?

Since 2013.

Mr. Rohl indicated that he listened to the Federal Aviation Administration air traffic control audio and he heard a comment from an occupant indicate something about a performance issue.

Whose voice did he hear on the radio calls?

Mr. Taub.

Was the passenger a pilot?

No.

Why were they there?

A funeral.

Who on the airplane knew who recently passed away?

He did not know.

Did you talk with the pilot before takeoff?

No. He put in 1 quart of oil in the airplane before departure from Cuyahoga County Airport (CGF), Cleveland, Ohio.

What did that bring the oil level to?

10.5 quarts.

What is full?

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NTSB Questions Continued –

Did he talk with the pilot before departure from JFK?
No, but he knew they were coming back that same night.

He was advised that the NTSB has an obligation to keep the family members of the deceased airplane informed of the investigation. At this time the NTSB has not briefed them yet. Though I wanted to be transparent I asked him to respect that; thus details about the accident were not provided to him. He understood.

Do you have any questions for me?

Not really. He had help dealing with the accident by an intermediary Dr. Mikhli. His phone is [REDACTED]
[REDACTED]

He did ask if the pilot had stalled the airplane?

I informed him that the evidence suggested the pilot was flying the airplane to tree contact.

The call ended at 1847 EST.

The digest was e-mailed to him for review on January 21, 2023. He replied the same day at 2257 EST with, “Mr. Monville, I received the email. There are corrections that need to be made. I will send these to you over the next couple days. Thank you, Larry Rohl.” On May 17, 2023, at 1559 EST, he was sent an e-mail advising that to date I have not received any comments from him. He did not reply. The FINAL digest was e-mailed to him on February 1, 2024.