



INTERVIEW SUMMARY

Elliott Simpson
Aviation Accident Investigator
Western Pacific Region

Interview Date: Aug 4, 2021
Person Contacted: Douglas Benjamin Bill
NTSB Accident Number: WPR21LA251

Narrative:

During a telephone conversation Mr. Bill stated:

- Departed with the intention of performing one lap within the traffic pattern, and then landing.
- Departure to the north was uneventful, entered the left downwind, base, and then final leg.
- By the time the airplane had settled below the tree line, they were about midfield and a few feet off the ground.
- A van then past directly in front of them traveling from left to right.
- Mr. Bill and the other occupant deduced that they would not be able to avoid a collision, so opted to perform a go-around.
- Applied power; the standard procedure is to retract the flaps once a positive rate of climb had been achieved.
- The airplane was climbing very slowly, but within a few seconds they had reached the end of the runway and had no option but to land in terrain ahead. There was no time to retract the flaps.
- This is essentially a one-way airport.
- Mr. Bill had performed a successful go-around, about 10 years prior when a deer walked onto the field, but he was much higher when he performed the maneuver.
- The engine was producing power throughout the event, it was "running great", and there were no mechanical issues with the airplane.