



RECORD OF CONVERSATION

Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: October 5, 2021
Person Contacted: Nate Hill, FAA Allentown FSDO
NTSB Accident Number: ERA22LA003

Narrative:

Mr. Hill was interviewed via telephone. Mr. Hill spoke to the pilot on October 1, 2021. The pilot did not report any preimpact mechanical malfunctions and stated that he ground-looped the airplane in wind. There was one other person onboard and neither occupant was injured. Mr. Hill did not respond to the accident; however, he knows a mechanic (David Genn, Fare Share) at the airport, who confirmed substantial damage and did not observe any preimpact mechanical malfunctions with the airplane.



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Date: October 12, 2021
Person Contacted: Matt Mukenschnabl, Saint Charles, IL
NTSB Accident Number: ERA22LA003

Narrative:

Mr. Mukenschnabl was interviewed via telephone. He stated that he was seated in the front seat of the airplane during the accident landing and the front seat does not have brakes. The airplane is equipped with a free casting tailwheel (not steerable). Mr. Mukenschnabl further stated that the pilot performed a good landing in a 3-knot headwind as he had done several times that day. The airplane touched down slightly right of centerline, but then began to veer left. The pilot applied full right rudder and right braking, but the airplane continued left and ground looped. Mr. Mukenschnabl believes that the right tire went flat during landing as after the accident, he could see light right tire marks on the runway, followed by heavier right tire marks, followed by metal wheel scraping (no tire). Additionally, the tire was separated from the wheel when Mr. Mukenschnabl inspected the airplane after egressing. Mr. Mukenschnabl did not know why the airplane veered left with a right flat tire. He added that he had owned the airplane since early 2019 and had no previous problem with the tires. Mr. Mukenschnabl further stated that the engine is counter-rotating, and P-factor would be to the right.



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Date: October 21, 2021
Person Contacted: Matt Mukenschnabl, Saint Charles, IL
NTSB Accident Number: ERA22LA003

Narrative:

Mr. Mukenschnabl was interviewed via telephone. I advised Mr. Mukenschnabl that I had received Mr. Williams' completed NTSB form, which mentioned that the flight was a "checkout" for insurance requirements. I also asked who pilot-in-command was. Mr. Mukenschnabl stated that yes, although he does not hold a flight instructor certificate, he is experienced with the particular make and model experimental airplane, and insurance companies have required that he checkout a newly insured pilot and endorse that pilot's logbook as a private pilot himself. Mr. Mukenschnabl has done that in the past for the accident airplane.

Mr. Mukenschnabl further stated that he is not sure how the insurance company views pilot-in-command for the accident flight, but under FAA regulations, Mr. Williams would be pilot-in-command as he holds an ATP and flight instructor certificate, with a tailwheel endorsement.



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Date: October 21, 2021
Person Contacted: Michael Brubaker, FAA Allentown FSDO
NTSB Accident Number: ERA22LA003

Narrative:

Mr. Brubaker was interviewed via telephone. He stated the Mr. Williams was the pilot-in-command for the accident flight. He further stated that Mr. Mukenschnabl was seated in the front seat, which was not equipped with brakes.