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Date: February 13, 14, 2023

Subject: NTSB# ERA23LA121

Contact: Mr. Carl Stidsen (Tenant at Hartford Airport)
Mr. Bob Nowak (Hartford Jet Center)

The individuals noted above were contacted by the Federal Aviation Administration Inspector assigned to the accident (Inspector Brett Sartain, Bradley FSDO). The below contents are a summary of what was reported, according to Inspector Sartain:

On Feb. 13, 2023 at 11:20am EST, I spoke with Mr. Carl Stidsen a tenant at the HFD airport. From the aircraft ramp, Mr. Stidsen witnessed the pilot of the Lancair performing an engine runup prior to moving onto the runway, the take-off roll, and subsequent accident of N550LX. He stated that the runup seemed to be taking too long. He also commented that the take-off roll was longer than what he expected for that aircraft. On rotation, Mr. Stidsen said the aircraft pitched abnormally high, stating it look like at least a 30 degree nose up pitch initially. I asked if he heard any abnormal noise from the engine at any point, he stated that the engine sounded normal to him. He also stated that immediately after rotating the aircraft rolled and banked left, continuing until the left wing and nose of the aircraft impacted the ground left of the runway, followed by explosion and fire.

On Feb. 14, 2023 at 8:16am EST, I spoke with Mr. Bob Nowak, an employee of The Hartford Jet Center at HFD. Mr. Nowak stated that he towed N550LX from the hangar out to the ramp the day of the accident. He noticed that the aircraft was leaning a little to the left. He also stated that he was aware that this aircraft has a history of fuel transferring from one wing to another when it sits for long periods, also stating that he believed the aircraft had been sitting

unused for about a month. Mr. Nowak believed that the discrepancy had been worked in the past, but was unsure of who performed the maintenance or what was done to correct the problem of fuel transferring. He recalled that he has seen the condition much worse than what he witnessed that morning, and believed that the issue was normally corrected by adding fuel to the low side. He also commented that no fuel was requested for N550LX that day, and he did not discuss the fact of the aircraft leaning with the pilot.

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