



NTSB MEMORANDUM FOR RECORD

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Person Contacted: James Leone (Mechanic who assembled N214K)

NTSB Accident Number: ERA20FA088

Narrative:

The following is a statement written by the above noted person. The statement was sent via email to the Federal Aviation Administration inspector assigned to the NTSB investigation. The statement is copied in this memorandum without edit:

STATEMENT:

Hello this is James Leone I talked to you on the phone yesterday about Tom Kaye wreck. Below is the statement I told you I've wrote up about the weekend with Tom and all that I can remember we talked about. I've also attached [see Figure 1 below] the photo I took of him Monday morning before her left Shawnee airport. If u have any questions please feel free to call anytime.

Picked up Tom at the Indianapolis international airport at 2:30 pm on Saturday the 25th of January. We drove to Shawnee Airport. When we arrived we started going over specs of his new A220 and how the avionics worked. I made sure his iPad was connecting to the ADS-B wifi. He informed me that he had just downloaded the Foreflight app for his GPS and only had the free month trial so he wasn't very familiar with how it all worked yet. I showed him what I could on the ground. We decided to call it a night around 6:00 pm. We met back at the Shawnee airport the next day at 9:00 am.

When we got there, Tom and CFI Alan Chowning met and talked about what they would be practicing while they were flying. I helped push the plane out and then they flew away and I worked on getting things on a new A240 ready for Alan and I to fly to California. They landed close to 12 pm and we went to lunch. Then after lunch Alan and Tom discussed what they would go over next. Then they took off and flew towards Sullivan airport to practice hard surface runway landings. When they got back I showed Tom how to fold wings on the aircraft using the A240 in our hanger. I asked Tom how he liked his new A220 and he said he loved it and was a fun flying plane. I asked if he



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had flown with Perry Smith in Perry's A220 back at his home airport in Massachusetts and Perry said no. Then we went over his plans for his departure on Monday morning. He said he planned on leaving as soon as possible after arriving around 8:00 am.

Monday we all arrived to Shawnee airport around 8 am and Tom loaded up his things in his A220 and Alan and I loaded our things into the A240. We pushed out Tom's plane and we told him safe travels and keep us posted on his progress. I told him not to hesitate to turn around or stop for the day if the weather hadn't gotten better. I took a photo as I usually do when a new owner is leaving our place in their new plane (I've attached photo for reference of poor visibility) [See Figure 1 below]. Photo was taken at 8:45 am as he was warming up the engine so he must have departed around 9 am. Alan and I watched him take off and disappear into the low ceiling.

Tom Kaye seemed very well trained as a pilot and has a Mooney aircraft as well. He flew with Alan and Alan reported very good things and said he was very capable to fly the new A220. Tom reported that he was pretty comfortable with the 3 point landings on grass and hard surface runways, but wheel landings on hard surface runways were still a bit sketchy. Which our plane is mostly landed on 3 point. Tom and Alan flew for 5 hours on Sunday when the weather was beautiful and sunny. On Sunday, Tom talked about how the weather on Monday would be marginal but he was planning on scud running towards home and I said well hope it clears up but if not then hopefully he could get a few hours closer to home and stop for the night and he said that was his plan.

Monday morning he loaded up and said again he was gonna be scud-running most the morning in order to clear some miles. He loaded up and we said bye have a safe trip and keep us posted on his progress. Alan and I waited about 20 mins after Tom flew away to start and warm up the A240 we were goin to ferry to California, we figured we'd give him the 20 mins just in case he had to come back for any reason. We watched him take off and disappear into the low cloud coverage. Then Alan and I loaded up after preflight of the A240 and warmed it up did mag check and then taxied out to the runway. We took off to the west and made it about 20 miles into Illinois and had to turn around due to low ceiling and dense fog. We landed back at Shawnee airport and took an early lunch. We called flight services and asked how southern weather was looking and they said if we stayed east we could possibly make it to Louisville Ky. Then we could head west. We tried and got around Paoli IN and ran into another wall of low ceiling and fog. We turned back north and got back to higher ceiling then tried turn due east and didn't make it very far before we hit more low ceiling and dense fog so decided to head back to Shawnee airport and try again in the morning.



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Figure 1: Photo of the accident airplane and pilot departing the day of the accident from Shawnee Field Airport (113), Bloomfield, Indiana