



RECORD OF CONVERSATION

Pilot Statement

Lynn Spencer
Air Safety Investigator
Eastern Region Aviation

Date: April 21, 2022
Person Contacted: Lyndon Lamott (Pilot)
Contact # [REDACTED]
NTSB Accident Number: ERA22LA198

Narrative:

The following is a summary of a conversation that occurred with the individual named above:

Mr. Lyndon Lamott was contacted by phone on April 21, 2022, at 1316 EDT. He was called at [REDACTED]. He provided an e-mail address of [REDACTED].

At the beginning of the interview, he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

Mr. Lamott stated that he departed runway 15 and as the airplane was climbing, he noticed that he was using a lot of left rudder so he looked at the engine monitors and it looked like both engines were generating power, although the right engine RPM was "jumping around." He stated that the engines sounded fine, but he decided that it was best to return to the runway, so he made a left turn and landed in the opposite direction of takeoff.

As he made the turn back, he noticed that he was adding more rudder, so he did a left slip to favor the left engine and came in for landing. As the airplane was ready to land, his passenger grabbed the yolk and that "caused the airplane to veer to the left and the nose-wheel collapsed after veering off the runway because the grass is uneven and soft unlike the runway." He explained that his passenger is private pilot and friend, they were flying to Fulton County, and this was not a training flight. He believes that from the site picture his passenger thought they were going to hit hard so he braced himself by grabbing the yolk. He added the FAA inspector noted that the airplane was trimmed all the way to the right "so perhaps it was not the passenger's action that caused the upset."

I inquired as to whether he performed a preflight inspection and he responded yes, and he also "did a lot of taxiing around; did the box check."

I inquired as to whether checklist control trims is part of the taxi or takeoff checklist and he responded that it was part of the takeoff checklist. He stated that he may have missed that on his checklist. "I don't know. I'm trying to relive the events to see if I overlooked that."

He stated that the airplane was recently painted and that was why he was cautious. On takeoff he simply noted that he was pressing the left rudder, which made him think "right engine failure." "As we leveled off, it seemed to get worse, so I circled back to land."

The digest was e-mailed to him for review on April 21, 2022. He replied on April 22, 2022, with comments that were incorporated into the narrative. The corrected digest was e-mailed to him on April 25, 2022.



RECORD OF CONVERSATION

Pilot Statement

Lynn Spencer
Air Safety Investigator
Eastern Region Aviation

Date: May 4, 2022
Person Contacted: Lyndon Lamott (Pilot)
Contact # [REDACTED]
NTSB Accident Number: ERA22LA198

Narrative:

The following is a summary of a conversation that occurred with the individual named above:

Mr. Lyndon Lamott was contacted by phone again on May 4, 2022. I explained to him that Mr. Mays of Turbine Worx claimed that he had not painted the accident airplane and that I could find no other at TurbineWorx to corroborate that information.

He explained that two acquaintances of his, George and Sonja, worked with him to paint the airplane. He initially asked Mr. Mays to paint the airplane; he said he would paint it in return for Lyndon teaching his son to fly. He elected to sand the airplane and paint it and was told he could use the hangar. He stated that Mr. Mays' staff took the flight controls off and he went on a cruise. When he returned, the flight controls were back on. He said that the logbooks were in the back of the airplane. He last saw them before the flight in the baggage compartment next to a starter that was removed.

I asked who did the "return to service/replacement of the flight controls" inspection and he stated that it was an A&P but not Robert who works at Turbine Worx. He did not recall the name. He had told him, "I need my flight controls back on."

I asked where the airplane was taken after the accident and he responded, "A locked hangar and no one is allowed near it."

He said that he drove back to Atlanta with George and Sonja after the accident and that he will never fly an airplane for Rob Mays again. He said that in rethinking the accident, initially he thought he had a gust on landing, but later he realized that his passenger told him that he braced for impact, and he thinks he may have braced with the yolk. The day of the accident, he kept asking himself, "Why does this airplane want to go to the left???"