



# NTSB RECORD OF CONVERSATION

**Lynn Spencer**  
**Air Safety Investigator**  
**Eastern Region, Office of Aviation Safety (ERA)**  
**National Transportation Safety Board**

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**Date: 7/17/2020**  
**Person Interviewed: Mrs. Maria Harrison-Dooley, pilot**  
**NTSB Accident Number: ERA20LA250**

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

- Mrs. Harrison-Dooley began our conversation by telling me about her first flight since the accident flight.
- She stated that she “knew there was something wrong with her flare last week.”
- She stated that “everything was aligned . . . 65 all the way to the numbers,” then she pulled the throttle to idle after the numbers and started to flare.
- She stated that she was holding the flare and the airplane was floating. She was thinking, “this is a little bit longer than normal.” She said she was trying to “sense if it was going to settle.” The next thing she realized, the nose was coming down. She did not recall hearing the stall warning horn.
- She reported that there were no malfunctions or anomalies with the airplane prior to the accident.
- She believes that this accident was pilot error and thinks that intuitively she released back pressure to get the airplane to land and that is when the nose dropped.

Maria Harrison-Dooley

RD [REDACTED]

[REDACTED]  
Cumberland Foreside, ME 04110  
[REDACTED]

Flew Solo  
Took off from KLEW @ 12:11 / Prior briefing w/  
PI, Greg Curtis  
Talked to Portland Approach  
Had Flight Following

Returned to KLEW for landing on 04  
Had listened to ANOS, reported Winds "Calm"

Had stable approach for landing  
Was on glidepath  
Came in @ 65 km, 20° of flaps  
Pulled power to idle @ Runway Numbers  
~~That~~ I looked down the runway as  
taught

I was on centerline  
Flared & held it to let plane settle  
Next thing I knew, it had come down  
on nose wheel

Alternate No.

Husband: George Dooley [REDACTED]  
[REDACTED]  
[REDACTED]