



NTSB RECORD OF CONVERSATION

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Date: February 12, 2020
Person Contacted: Allen B. Chowning (Flight Instructor)
NTSB Accident Number: ERA20FA088

Narrative:

Mr. Chowning provided flight instruction to the accident pilot one day prior to the accident, on January 26, 2020. The following is a summary of what he reported during a telephone conversation:

- They flew for about 5 hours in the accident airplane on Sunday, January 26, 2020, which were the accident pilot's first 5 hours in the airplane (N214K). The flights originated from Shawnee Field Airport (1I3), Bloomfield, Indiana, where the airplane was assembled. They completed takeoffs and landings, which included soft and hard runway environments, among other maneuvers. He stated that the accident pilot performed "just fine".
- They also completed about 30 minutes of "hood time" simulating instrument conditions, where the pilot completed a variety of turns by reference to the airplane's instruments.
- Mr. Chowning recalled stating to the accident pilot, that the airplane "would be very difficult" to fly in clouds. Mr. Chowning believed that the flight manual stated that the airplane must be flown only under day visual flight rule conditions.
- Mr. Chowning was asked if he discussed the BRS parachute system with the pilot. He reported that he could not recall having a conversation about the BRS parachute system with the accident pilot.
- On the morning of the accident, January 27, 2020, he met the accident pilot at 1I3, as they both had plans to conduct cross-country flights in two different Aerotrek airplanes.
- Mr. Chowning had a plan to depart westbound, and the accident pilot was departing to the east toward his eventual destination of Massachusetts. Mr. Chowning reported that he only made it about an hour or so, before he was forced to return to 1I3 due to poor ceilings and visibility to the west.



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- Mr. Chowning stated, "I was afraid he [the accident pilot] was going to try to scud run." And added that "I was concerned about him trying to fly the airplane in poor visibility."
- Prior to the accident pilot's departure, according to Mr. Chowning, the accident pilot stated to him, he was going to "scud run."
- Mr. Chowning reported that he was not aware of any reason why the accident pilot needed to get home to Massachusetts.
- Mr. Chowning reported that the accident pilot did not share any details about a specific route of flight to Massachusetts.
- Mr. Chowning believed that the accident pilot stayed in Linton, IN, at hotel in the two nights preceding the accident.
- On the morning of the accident, he reported that the accident pilot had no smell of alcohol, he seemed alert, calm, and well rested.