



NTSB MEMORANDUM FOR RECORD

Adam Gerhardt
Air Safety Investigator
Eastern Region, Office of Aviation Safety (ERA)
National Transportation Safety Board

Date: 4/27/2021

Person Contacted: Harry Stenvall (Flight Instructor)

NTSB Accident Number: ERA21FA189

Narrative:

Mr. Henry Stenvall provided the following information during a telephone conversation with the NTSB Investigator-in-Charge. The following is a summary of what was reported:

- Mr. Stenvall reported that he signed the student pilot (Mr. Chad Garland) off for a solo cross country to LVJ to CEY.
- He completed this signoff in person at the airport near the pilot's pickup truck about 10:00AM to 11:30AM the day of the accident. He said they talked about the flight at the student's pickup truck.
- Mr. Stenvall stated that the student was supposed to leave by 1:00PM CDT or at the latest 2:00PM. He stated, "it was supposed to be a daytime flight."
- It was Mr. Stenvall's belief that the student pilot called for fuel service at LVJ airport, and he informed the pilot he needed to depart with full fuel. He did not witness the fuel truck fuel the airplane.
- Mr. Stenvall reported that he and the student discussed the "weather that was coming" for the destination later in the day.
- Mr. Stenvall was questioned about what he believed the purpose of the solo flight was. He reported that the student pilots' father had been hospitalized recently and he needed to go visit him and take care of family matters.
- Mr. Stenvall reported that he had no knowledge that the student planned to take a passenger with him on the flight.
- Mr. Stenvall reported that the student pilot informed him that he had been let go from his job one week before the accident.



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- Mr. Stenvall reported that he asked the student three times, “do you need me to go with you?” The student pilot declined.
- Mr. Stenvall reported that about 6:30PM he began calling and searching for the student pilot. His calls to the student went unanswered. Later in the evening he alerted authorities.
- Mr. Stenvall did not directly know why the pilot did not depart until after 5:00PM. He reported that the student pilot’s daughter informed him that he had an issue with his iPad and went to the phone carrier store to get it resolved prior to the flight.
- Mr. Stenvall reported that if he was aware that the student had departed that late, he would have called him and told him to come back or not takeoff at all.
- Mr. Stenvall reported that he was not aware of any issues with the airplane. He added that the student pilot, who was the owner of the airplane, took meticulous care of the airplane.
- Mr. Stenvall believed that the student pilots’ logbook was in the airplane. Mr. Stenvall agreed to provide a copy of all endorsements he had given to the student pilot via mail.
- Mr. Stenvall reported that the student possessed a valid route endorsement for the flight and a valid 90-day endorsement for this make and model, and he had a solo night endorsement.
- Mr. Stenvall reported that he and the student flew this route together in November 2019. The student at some later date again flew from LVJ to CEY but as a solo flight, with a stopover at an intermediate destination.
- Mr. Stenvall reported that the student pilot told him he had renewed his medical certificate in February 2021.
- Mr. Stenvall reported that he had provided at least 50-60 hours of ground instruction to the pilot. He added that the student had not taken the FAA private pilot written examination but was getting close to being ready.
- He believed the student pilot had logged about 90 hours of flight experience. He could not recall how much night experience the student had, but he reported that the student had soloed at night in the past.
- He reported that the airplane completed an annual inspection 2 weeks prior to the accident.



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- He reported that the flight training was not associated with any flight school.
- Mr. Stenvall reported that the last two flights he flew with the student pilot were the following, as reflected in his logbook:
 - “12/04/2020 XC KLVJ-KSSF-KLVJ, Control Tower, 90 day endorsement 3.0 hours”
 - “03/07/2021 KLVJ-KLBX-KLVJ, MCA, Stalls, 3 Takeoff and Landings crosswind, 90 day endorsement 3.1 hours”

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