

Record of Conversation:

Name: Joshua C. Duda

Date: July 1, 2019

Location: North Memorial Hospital, Minneapolis MN

Participants: Mike Folkerts, Mike Richards, Sathya Silva – NTSB

He recalled the following information:

The pilot had filed IFR precautionarily, but the weather looked good enroute. He recalled that the pilot stated that they had to do a go around. He looked down and saw runway lights, “hash marks,” and the runway surface. Instead of going forward like he expected, they started to move backward, then moved forward. They then started spinning and hit the ground. He believed they spun to the right. When they were in the spin, it was a blur outside. He could not recall exactly what was said when the pilot said they had to go around but said that it was something like “it’s foggy, we have to go around.” He did not recall anything else the pilot might have said during the approach and accident sequence.

There was a cloud bank over the runway but looking straight down he could see the runway lights. It was a thin fog layer. When asked what he could see outside when the pilot said he was going around, he stated that they were not in the clouds at that point and the clouds were below them. He thinks that further down the runway the clouds may have been thicker and could have been at their altitude and he saw some to the side of the aircraft as well.

When asked what altitude they were at when the aircraft started to spin, he estimated between 50 and 100 feet. He did not hear the “50-foot squawk.”

He slept for most of the flight. He woke up during the approach and remembered seeing the “chasing lights going to the runway.”

After impact he was trapped. His right arm had gotten stuck between the cyclic and the seat and he was slumped sideways and leaning against the pilot. He believed he had broken a few ribs and a broken arm. He attempted to use his foot to press the push to talk on the floor, but he felt pain when he moved his foot. He was able to get his portable radio out of his pocket and radio for help.

Before impact, there were lights on in the cockpit and “master cautions.” After impact, the lights stayed on for a little while, and slowly faded. He did not touch anything in the aircraft.

He recalled that the pilot checked the weather prior to departure on the accident flight, however he did not recall if the pilot had listened to the BRD ASOS frequency or what any communication had been with air traffic control. He indicated that the accident pilot was not one of the “regular pilots” and he did not know him well enough to know what he normally did during flight.