



## MEMORANDUM OF CONVERSATION

**Aaron McCarter**  
**Air Safety Investigator**  
**Eastern Region Aviation**

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**Date: 07-21-2020**  
**Person Contacted: Pilot/Owner, Richard Simpson**  
**NTSB Accident Number: ERA20CA248**

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### **Narrative:**

Spoke via telephone and discussed the events leading up to the accident.

Pilot/owner stated he was unaware of any pre accident malfunctions or failures with the airplane that would have led to the accident. Briefly discussed the "human factors" component of the brakes only being on the pilot side and not the instructors side.

He used to fly a Stinson airplane with a longer footprint (wheelbase) He should have purchased another one of those instead.

He does not recall if he was on (applying) the brakes. He does not remember. The landing and accident happened fast. He is aware that the instructor reported that he was, but is unable to confirm.

Asked if the NTSB could release the airplane and I concurred and stated that I would send him and the FAA inspector an e-mail confirming release, even though we did not officially retain the wreckage.

[END]



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**Date: 07-20-2020**  
**Person Contacted: FAA Inspector, Ramon Smeltz**  
**NTSB Accident Number: ERA20CA248**

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### **Narrative:**

Spoke via telephone and discussed the events leading up to the accident and the damage that occurred.

The flight instructor augmented his statement to include additional details of the flight and his inability to control the airplane because the pilot/owner likely had his feet on the brakes and the instructor could not control the airplane fully without the brakes.

Discussed the handling differences between the accident airplane and other tailwheels with longer fuselages.

There is airframe structural damage and damage to the wing. The left gear collapsed and was bent under the fuselage. It will be a major repair.

[END]