NTSB | National Transportation Safety Board

Timothy W. Monville
Sr. Air Safety Investigator
OAS-Eastern Region Aviation

Date: April 14, 2023

Subject: ERA23LA191, Record of Conversation/Interview

Contact: Taylor DeResh

Ms. Taylor DeResh was contacted by phone on April 13, 2023, at 0935 EDT. She was contacted at [redacted] and left a voicemail message indicating that with respect to the interview planned later in the day at 1200 EDT, she was allowed to have a representative present. She did not return the call. On April 13, 2023, at 1206 EDT, Federal Aviation Administration (FAA) inspector William R. Midwood contacted NTSB. The call was made from a room in Darcy Aviation. In the room at the start of the call were FAA inspectors William R. Midwood and George Lewis, Larry DeResh (father of Taylor DeResh), Taylor DeResh, and Brent Darcy, owner of Darcy Aviation who was the owner and operator of the accident airplane (N757YM). Ms. DeResh provided an e-mail address of [redacted] while Larry DeResh provided an e-mail address of [redacted]

At the beginning of the interview she was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. She was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; she agreed to the interview with her father (Larry DeResh) representing her. At this point of the interview Mr. Darcy was asked by NTSB to leave the room as he was not a party to the NTSB investigation and Ms. DeResh was only allowed 1 representative. During this stage of the conversation Mr. DeResh asked if she was required to talk with NTSB. He was advised that she was not required but she was required to complete a portion of the NTSB Pilot/Operator Aircraft Accident/Incident Report. They were advised that the NTSB routinely asks to interview the occupants to get first-hand details. Mr. DeResh stated that his daughter was planning an aviation career and asked if her name had to be in the NTSB report or published as that might hurt her aviation career. He was advised that the NTSB Pilot/Operator Aircraft Accident/Incident Report would have her name listed. Additionally, her name would not be redacted on it or the interview summary, and both documents would be placed into the NTSB public docket when the investigation was completed. He also asked if any person that NTSB interviewed had ever said they wished they would not have talked with NTSB and inquired about the ramifications about the effect the accident would have on her aviation

career. He was advised by NTSB that in over 36 years of being an investigator I had not had an individual call me back and say he/she regretted speaking with me. He was also advised by NTSB that in my experience airlines do ask if the potential candidate had been in an aviation accident or incident which was a yes/no block and there was a section to explain the circumstances. He was reminded that his daughter had not yet had her student pilot certificate and the certified flight instructor was deemed the pilot-in-command. FAA inspector Midwood chimed in and said because his daughter was not a certificated pilot, he was treating her like a witness, and there would be no issues from FAA as to her advancing her aviation career. Mr. DeResh and Ms. DeResh agreed at this point to continue the interview but advised if they felt uncomfortable during the interview they would let me know.

She was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

She provided an address of [redacted] Montrose, New York, and a date of birth of [redacted] She indicated that she does not hold a student pilot certificate or a medical certificate.

She was asked by NTSB the following –

How many flight hours training do you have?
About 7 but less than 10.

Were all of the hours with the same instructor?
She started training with Brent Darcy, owner of Darcy Aviation, then Sebastion Caron became her flight instructor and she only flew with him. In the first week she would fly on Monday, Wednesday, and Friday, but during the week of April 2nd she flew on Wednesday, Thursday, Friday and Saturday.

Of the 7 or 10 flight hours, how much of that were flown in the accident airplane?
She was doing ground school as well as flying. She had flown the airplane with Sebastion and never had any issues with that airplane before.

Explain in detail the accident flight including any preflight inspection, time of departure and what occurred thru getting out of the airplane after the accident?
She does not remember much detail because she sustained head trauma. She did a preflight inspection of the airplane and performed weight and balance calculations. She did not recall the fuel load on-board but her instructor indicated there was enough for the intended flight. After takeoff she performed pattern work doing a couple of landings, a go-around, and decided to fly south of Danbury Municipal Airport (DXR), Danbury, Connecticut for airwork maneuvers. She performed power-off stalls, steep turns, slow flight, shallow turns, then returned to DXR where the flight was cleared for the option. After arrival she performed a go-around and turned onto the

downwind leg of the airport traffic pattern. Her instructor was talking with the tower and as soon as the airplane was turned onto the base leg of the airport traffic pattern, he took the controls to demonstrate a go-around. Just before turning onto final or on final with 10° of flaps extended he applied carburetor heat and said, "oh what the." At that point of the flight the airplane was slowing and her instructor banked 45°. She told him that the carburetor heat was not on, and he said it was not working. He described to her that it (carburetor heat) was "very easy" to pull out and push in. Engine power was restored but quit within 5 seconds. At that point the flight was low and because of that her instructor could not turn towards the grass field. Her instructor did bank to the right and after that turn the engine began to run rough. She thought they were going to do a soft field landing and she mentioned that her instructor had previously taught her to always be looking for forced landing areas. Her instructor pulled the throttle and mixture controls and began gliding and at that time she asked him if he was messing with her. He indicated no, "I wish we were I'm not." She did not know what was happening at that time but she reported that at that stage of the flight it was too late to go-around. Her instructor pulled back while slowing, secured the engine, and the next thing she knew she was looking at the nose parallel to her. The airplane then impacted a shed and the airplane structure crumpled absorbing the impact.

NTSB Questions Continued –

What happened after impact?
I'm not sure if I blacked out. She felt her face with her hands and there was blood everywhere. She was still wearing her sunglasses and headset and because she did not want blood on them she thre them off. Her flight instructor was looking at her, touched her face and said he would tend to her injury once outside the airplane. They waked off the airplane and was advised by emergency medical technicians (EMT's) that they smelled like fuel. People outside were asking if they were ok, and they said they were. They were escorted by the homeowner's to a seat where she called her father to alert him of the accident. During that time her instructor who had lost his glasses was pacing. She asked for water since she had not had any since the flight departed and was provided water then waited for the fire department to arrive. At that time there was an ex paramedic that was with them.

Explain what happened in the hospital and your injuries?
They both walked to the ambulance. While walking to it she was feeling her neck and back. At that time she did not feel there was anything wrong but she attributed that because she was in shock. She had a headache and was bleeding. They put in an intravenous (IV) needle and then took off her shoes. They wrapped gauze around her head because blood was "gushing down" her face. She was worried about blood being everywhere because of any reaction from her parents. She felt fine and her instructor sat behind her. They checked each other and he said they were glad to be alive. She told him that he had saved them. She reported she was worried about an explosion. The events happened so fast, but she was not scared because she trusted her flight instructor.

NTSB Questions Continued –

Explain your injuries?
She had 2 lacerations on her eyebrows, with the left requiring 4 sutures and the right requiring 1 suture. Her nose was swollen, she was bleeding from her cuts, and had bruises on top of her eyelids to her checks. She had 1 cut on her leg and was diagnosed with head trauma[1].

What restraint were you wearing?
"Just the lapbelt."

Was the airplane equipped with shoulder harnesses?
"I'm not sure."

How was the lapbelt installed, loose, snug, tight?
"It was pretty tight."

Who did the preflight inspection?
She did, but her instructor trailed behind her. In the beginning of the preflight inspection she missed the lights. He brought this omission to her attention and made her check them.

Did you visually check the fuel tanks as part of your preflight inspection?
Yeah, I don't remember the numbers I saw.

What was the fuel level in the left and right fuel tank?
I don't know. I tried to recall but I can't visualize it.

Did your flight instructor check the fuel tanks?
He was standing next to me. She was not sure if he actually inspected either tank.

Did you use a dipstick to check the fuel level in the fuel tanks?
She did use a dipstick, describing a plastic tube that she inserted into the tank and put a finger over the top to trap fuel in the device. She could not recall the value in either tank.

What were the fuel gauge readings at engine start?
I don't know. Her procedure is to check the gauges to make sure they were in the green arc.

Was there any conversation with your instructor during the preflight inspection about or concerning the fuel level?
During the preflight preparation for the trip she completed the weight and balance form. Her instructor told her that he had flown the airplane twice earlier that day. He said they would have

[1] She indicated that she has had previous concussion and knowing the symptoms of that and her symptoms from the accident, she self-diagnosed herself as having a concussion.

15 gallons remaining[2] and that, "would be fine" adding that if anything happened, they would return for landing, since the Monday lesson was focused on traffic pattern work.

NTSB Questions Continued –

Do you have a copy of the weight and balance paperwork?
She thinks Brent Darcy has a copy. At this stage of the conversation FAA inspector Midwood indicated he has a copy of it.

What was the takeoff time?
I don't know. Her instructor wrote that down.

How much elapsed time between the engine start and the accident?
I really don't know. She had 7 hours of school earlier that day before flying. The flight was returning to DXR after she had successfully completed the maneuvers well enough to pass the Stage check. On takeoff the automated terminal information service (ATIS) was Quebec.

What was the position of the mixture control from takeoff to the accident?
On takeoff it was full rich, then pulled out, but she didn't know if he moved it because she was not watching his hands. She was not 100% on that though. She thinks that when her instructor realized the flight was low, "he cut the power." She does not know what he was doing with his hands because she was looking outside.

What were the fuel gauges reading at the moment the engine lost power?
She did not know.

What were the engine gauges reading when the engine lost power?
She did not know. But about 1/2 way into their flight, she checked everything and the engine gauges were in the green arc.

Please expand upon the carburetor heat control issue?
You have to put in elbow grease to pull it out. Normally carburetor heat is applied when the engine rpm is coming out of the green arc. They had never had a problem with the engine until base to final. Her understanding of functionality of carburetor heat is that after it is pulled, when remove the engine should not lose power. He pulled carburetor heat previously during the flight and there was no issue. She was wearing a noise cancelling headset and he said to listen. She could see him fiddling with carburetor heat and it seemed like it was not working. She did now know the airspeed at the time but thinks it was between 55 and 60 knots. He had aimed for a field while slowing the airplane and descending. He kept the carburetor heat out or on, but if he had continued towards the field she thinks they would have, "nose dived."

[2] The airplane weight and balance form indicated a total of 15 gallons on-board.

NTSB Questions Continued –

Did the wings aerodynamically stall?
I don't remember if when flying above the shed if it did, but she did feel buffeting which precedes a stall, though she was not sure if the buffeting she felt was from impact with the shed. When they were above the shed the airplane was in a nose-high attitude.

Did you hear the stall warning horn?
I don't know. She was wearing the noise cancelling headset. Her instructor told her he was putting it down. Postaccident she had heard on the news which said they first impacted trees but she did not recall that. The last thing she heard was the crash, which she described as "so loud" and "haunting."

Did you check the stall warning horn during your preflight inspection?
No, but when she was performing power-off stalls the stall warning horn worked. There were no bugs or nests noted in the opening during her preflight inspection.

How do you check the functionality of the stall warning horn?
By sucking in the inlet opening.

Was an engine run-up performed before departure?
The magnetos were checked, carburetor heat was removed and it was determined to be working. Power was reduced and she turned the engine off, then started it back up.

What did you do to turn off the engine off?
Reduced the throttle then pulled the mixture control.

Was this done during the engine run-up before departure?
Yes, but she was not sure why though. It was 1/2 way during the preflight.

Federal Aviation Administration Questions –

When did the instructor take over and what was the engine indication when the engine lost power?
When on midfield of the downwind leg her instructor told her he to continue flying on the downwind leg, but he would take the controls on the base leg. He actually ended up taking the controls at the end of the downwind leg.

Was the engine still producing power at the end of the downwind leg?
Yes. While on the base leg she saw the carburetor heat control and asked her instructor didn't it need to be out, and he said, "I'm trying." Her instructor banked 45° to avoid mountains and she indicated the flight was "so low" he didn't realize they had descended.

Federal Aviation Administration Questions Continued–

Did your instructor turn base when the loss of power occurred?
No, he was turning onto final approach and banked 45°. He got the carburetor heat to work. She added that she thought they would have nose-dived. During this stage of the conversation FAA inspector Midwood asked Ms. DeResh to prepare a diagram describing the flight path, where the engine lost power, and other data. While preparing the diagram she described two nearby mountains, discussing the wind, and the use of rudder control. She indicated that her instructor was flying while on the base leg and he had carburetor heat pulled (on). It was at that time that he said it was not working, and he pushed it in. She looked outside and thought maybe he would be performing a soft field landing. The engine then responded for 5 seconds, and during that time he started to climb, then he told her he needed to find a place to land. They were on a left base leg turning onto final when he was playing with the carburetor heat control. He did not think they would have reached the runway. Her instructor made a right turn.

During ground school or preflight what audible clues are you looking for during run-up?
Check the magnetos which were working and pulled carburetor heat.

What are you looking for in the right seat with respect to carburetor heat?
She was in the left seat. The engine running slightly rough and an rpm drop but not by much. She indicated that she thought the engine lost power due to carburetor ice.

When are you applying carburetor heat?
When the engine rpm drops below the green arc she was taught to apply carburetor heat.

When did the engine lose power?
As soon as carburetor heat was not working, as soon as he removed it, the engine began running rough. It sounded better, but then he reduced throttle and mixture controls. When the airplane was above the shed it was not flying and they were waiting for it to drop.

NTSB Questions Continued –

What runway did you originally takeoff from, do the approaches to, and were attempting to land on?
Runway 26. They were coming from the south. The ATIS was Sierra but the runway remained the same.

Explain how carburetor heat is engaged and removed?
It is a lever, that you pull to engage and push to disengage.

Explain the use of carburetor heat and power just before the engine lost power?
They were slowing, flaps were lowered at 60 to 65 knots, and her instructor was removing power and simultaneously applied carburetor heat.

NTSB Questions Continued –

Have you been taught to apply carburetor heat when the rpm is below the green arc?
Yes, especially in warmer weather.

Have you had training to apply carburetor heat before reducing throttle?
I don't recall. If reducing power below the green arc she was taught to apply carburetor heat. She added that when she will be performing slow flight she will apply carburetor heat when reducing throttle.

Any more questions FAA?
None.

Any questions from Ms. DeResh or her father?

Where is the airplane currently?
At the accident site. She indicated that she would fly with her instructor and she trusts him.

NTSB Questions Continued –

Do you have any chemical burns from the fuel?
No. She did not even realize it until Mr. Darcy came to her and said they both smelled like fuel. She did not experience any irritation due to the fuel.

The interview ended at 1346 EDT.

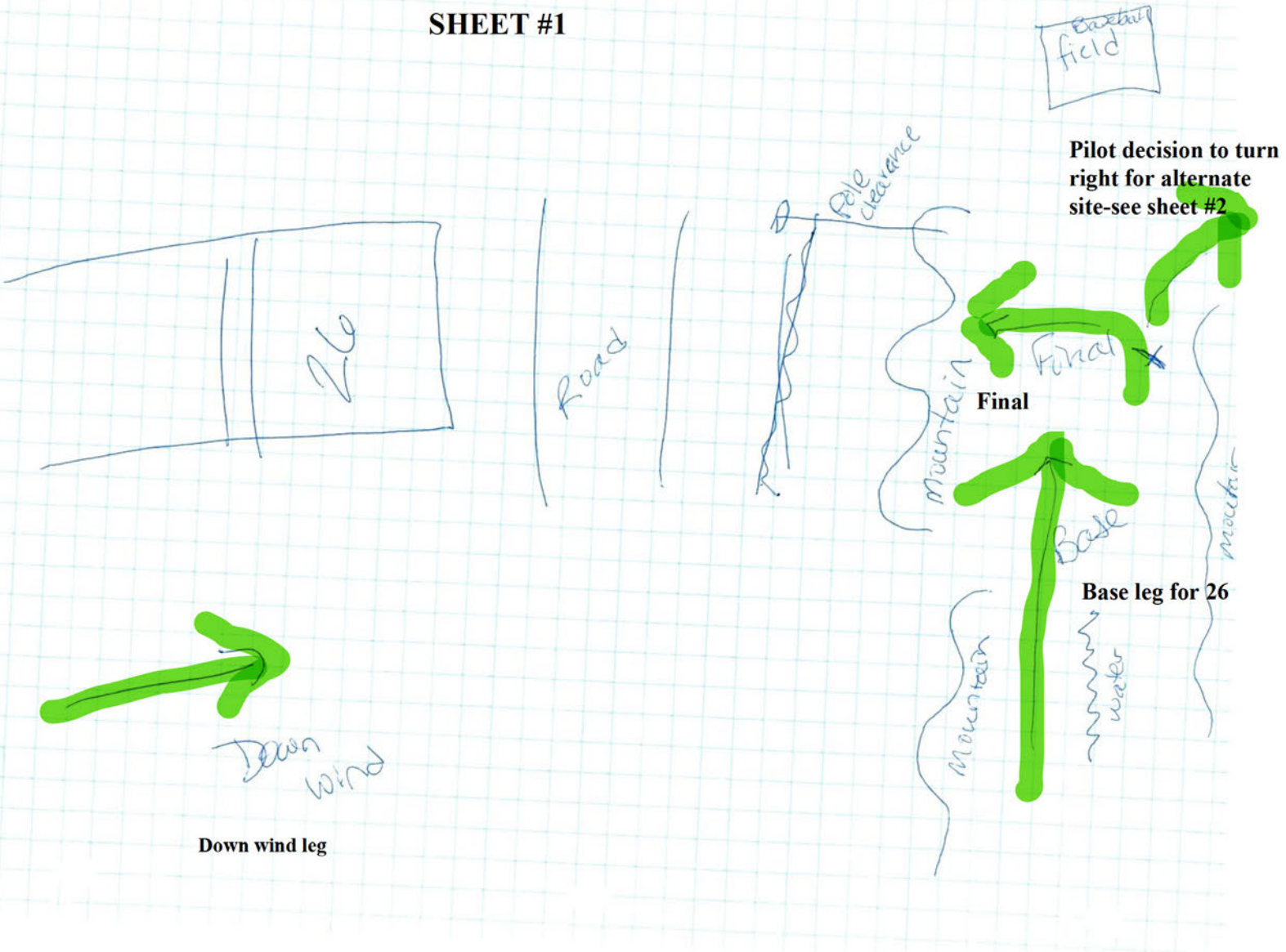
On April 14, 2023, at 1457 EDT, she and her father were sent an e-mail with clarifying follow-up questions:

1. At what point of your flight did you turn off the engine with the mixture control and then restart the engine?
2. While you were flying the airplane on the downwind leg prior to the loss of engine power did you reduce power and apply carburetor heat
3. Refine/clarify where the airplane was at in the pattern when the engine lost power and what altitude and attitude was it in when it 1st lost power.
4. What was the engine symptoms when the engine lost power?
5. Was the carburetor heat control out when the engine lost power the first time?
6. Why did your flight instructor turn right before the accident?
7. Do you have the diagram you made yesterday or have a picture of it you can provide?

On April 17, 2023, Mr. DeResh contacted NTSB at 0908 EDT but the call was not answered. He called from (914) 494-1286. He was called the same day at 0942 EDT to the same phone number. He advised that his daughter wanted this thing over with. He was advised that she did not need to speak with me and could just reply with answers to the e-mail which I would incorporate into the notes. He was advised that my notes from our phone call the Thursday before were completed. He did not want me to send to her so it would not affect her memory. The call ended at 0956 EDT.

The digest was e-mailed to her and her father for review on April 26, 2023. As of May 26, 2023 no replies have been received by Ms. DeResh or her father to the e-mail sent on April 14, 2023 asking for clarifying information, or to the digest e-mailed to them for review on April 26, 2023. The FINAL digest was e-mailed to them on May 26, 2023, and again on June 8, 2023, to correct a typographical error.

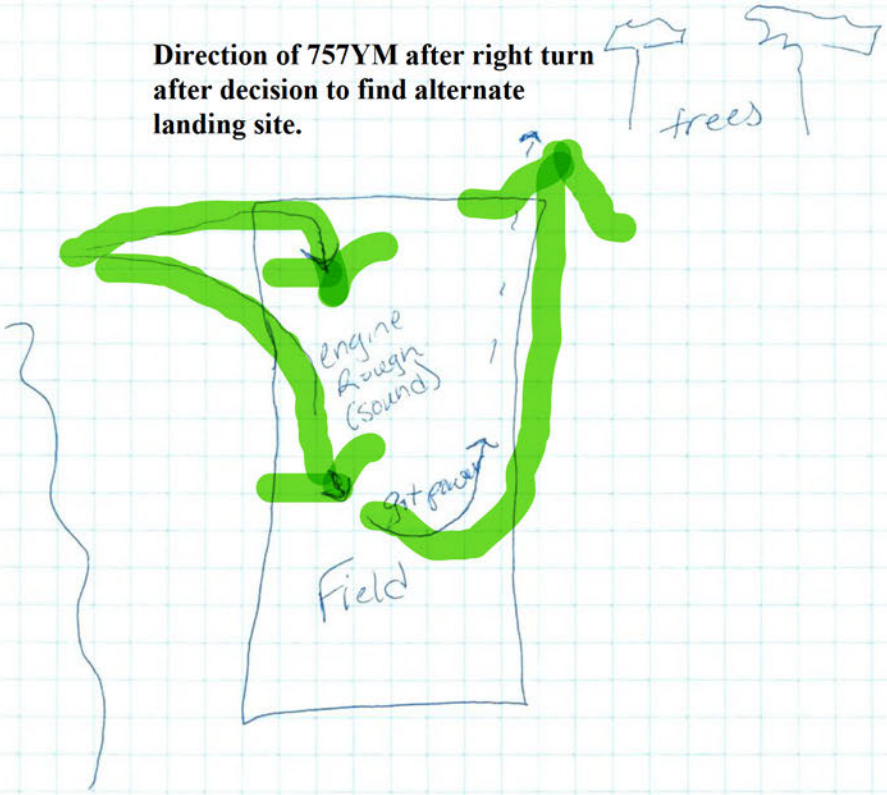
SHEET #1



Down wind leg

SHEET #2

Direction of 757YM after right turn after decision to find alternate landing site.



Sheet # 2 all highlites and colours added by Inspector Midwood for clarity

NTSB | National Transportation Safety Board

Timothy W. Monville
Sr. Air Safety Investigator
OAS-Eastern Region Aviation

Date: May 26, 2023

Subject: ERA23LA191, Record of Conversation/Interview

Contact: Sebastien Caron

Mr. Sebastien Caron was interviewed on April 19, 2023 at 1600 EDT. Also present on the phone call were Federal Aviation Administration (FAA) inspectors William Midwood, and George Lewis of the Flight Standards District Office (EA-63) of Enfield, CT. Mr. Caron provided a cell phone number of [redacted] and an e-mail address of [redacted]

At the beginning of the interview he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

He provided a home address of [redacted] Port Orange, FL [redacted] His date of birth is [redacted]. He holds a commercial pilot certificate with airplane single and multi-engine land ratings, and instrument airplane. He also holds a flight instructor certificate with airplane single and multi-engine, and instrument airplane ratings. He has about 200 hours total time, and about 20 hours in make and model. He also has about 12 hours in a Piper PA-44. He received his flight training for his private, commercial, and flight instructor at Epic Aviation at New Smyrna Beach Municipal Airport (EVB), New Smyrna Beach, Florida. He took his flight instructor checkride with a FAA designee.

He was asked by NTSB the following –

What is his position with Darcy Aviation?
Flight Instructor. He is paid an hourly rate when he flies.

What was the date he was hired?
3 weeks before the accident.

Since he has been employed by Darcy Aviation how many flights and hours in that airplane?
20 hours in a Cessna 152, all in that registration. Maybe he had 1 hour in their other Cessna 152, and 1 other hour in a Cessna 172.

In your 20 hours in that airplane have there been any previous engine issues?
Ah, no sir.

Were you Ms. DeReshs' first flight instructor?
I was not. I think she had 3 to 4 flights with Brent Darcy.

What regulation was the accident flight conducted under?
Part 61.

Were you following a syllabus? What did you do that day?
He used Sporty's syllabus. That day they did pattern work, emergency procedures, steep turns, slow flight, stalls, then they returned to do more pattern work.

What Sporty's lesson were you on that day?
Not sure sir.

Explain in detail beginning with any preflight check that he did or witnessed, any run-up that was performed, the airwork that was done in general, then in great detail about the return to the airport for pattern work?
On that day, the weight and balance calculations were done by Ms. DeResh, but he checked them. They then went outside to perform a preflight inspection and she did the preflight while he also checked the tires, oil. She also checked as part of her preflight the flight controls. With respect to the fuel, she climbed up to check both wings and he asked her about the fuel and she said they were good. He also checked the flight controls, and discussed the procedures and scenarios for an engine failure during takeoff, engine failure at 500 ft, and also engine failure in the traffic pattern. They also discussed pattern work, emergencies, go-arounds. She did an engine run-up before departure which included a check of the magnetos, carb heat which was operative. All instruments were working and he had her check the fuel gauges. After takeoff they remained in the airport traffic pattern and performed a go-around, and a normal landing. They departed the airport traffic pattern and she performed slow flight, steep turns, stalls. They returned to the airport to do more pattern work, and after the 3rd go-around on the base-leg of the airport traffic pattern, the engine

sputtered. He pitched down and between 800 and 900 ft mean sea she tried to restart the engine by making sure the mixture control was full rich, carburetor heat was in. The engine started, then quit. He looked at runway 26, and noted there were 2 high towers near the end of the runway. He remembered a grass field behind him and turned to fly towards it, but did a steep spiral to lose altitude. The flight slowed, and he heard the stall warning horn. He put the flaps to 10° then 20° and braced for impact.

He was asked the following questions by NTSB –

During the preflight check did you inspect the fuel tanks?
No sir, I did not.

Do you recall what the student said about the fuel level?
I do not.

On the weight and balance[1] how did you determine 15 gallons?
Earlier that day the fuel tanks were filled. The airplane was then flown with him and Blake Stephens for 30 minutes. He then signed him off for solo. He flew solo about 20 minutes performing 3 landings in the traffic pattern. He then flew the airplane on another flight lasting 2 hours. After that flight he had a 1 hour gap between the ending of that flight and the accident flight.

What times of day were those flights?
1st- 0900 and it was booked to 1000
2nd – He did not recall
3rd – He was not sure

Did you ever use a dipstick to check the fuel level?
He did not. He went on Sporty's web site to buy a dipstick after the accident to "prevent such things from happening again."

Does the flight school have a policy about using a dipstick or required fuel load?
I do not believe they do.

What fuel burn did you use to derive the 15 gallons that were on-board?
Using 5 gallons-per-hour.

[1] Attachment 1.

NTSB Questions Continued –

Does that account for fuel used for engine start, taxi, and run-up[2]?
I do not believe so sir.

On the flights that day excluding the accident flight how was the mixture control?
Full rich for takeoff and landing, and most training was done above 3,000 ft mean sea level so it was leaned,

Explain your leaning procedure?
With the engine rpm at 2,300, he starts leaning slowly until the engine begins to run rough then he screws in 3 times.

Why did you buy the dipstick after the fact? What happened?
He loves to fly. He bought it to always have with him and available. It was more so of a preventative measure for future flights.

Do you think the engine losing power was a fuel problem related to lack of fuel?
I don't know yet. I blame myself for not checking the fuel. He filled out a NASA report.

Do you want to share with us about what you put on the NASA report about what happened?
Same as he told us just now.

What time did you takeoff and from what runway?
He departed from runway 26 between 1530 and 1540.

Was the mixture leaned on the accident flight?
Yes, but not the whole entire flight.

What did the fuel gauges read at engine start?
I can't see them from this seat position. He asked her what they looked like. I do not remember my student telling me anything about it, other than the engine instruments were in the green.

Were the 1st and 2nd go-arounds in the traffic pattern touch-and-go landings?
They were. The third was a planned full stop landing.

Were you flying the airplane on the entire traffic pattern or takeover?

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[2] According to paperwork associated with installation of the Lycoming O-235-L2C(M) engine and a McCauley 1A103/TCM6958 propeller in accordance with Supplemental Type Certificate (STC) SA1000NW, the "Performance" section it states, "The incorporation of this STC into this airplane will result in increased fuel consumption relative to the values given in the Airplane Flight Manual. The operator of this airplane must therefore closely monitor the airplane's fuel state during all operations." This is included as Attachment 2.

He took the controls to show her the approach speed, and flaps. He took over from her abeam the landing spot.

NTSB Questions Continued –

What airspeed and altitude did you take over at?
The airport traffic pattern altitude is 1,700 ft msl. She was bringing power to 1,500, flaps extended 10°, carburetor heat applied, mixture full rich. The flight turned onto left base at 85 knots and the flaps were extended to 20°. The engine began sputtering when the flight was at 65 knots between 800 and 900 ft msl.

Were you on base leg or final?
He was on the base leg.

What were the fuel gauges reading when the engine sputtered?
I don't know. I can't see them.

Did you ask Ms. DeResh what the fuel gauges were reading at that time?
I don't remember. "My stress level was pretty high."

Why pitch down when the stall horn?
He did not know the issue was engine related. He thought he could get the engine to restart by pitching down, because the engine was still windmilling.

How long did the engine run for?
2 seconds. Just enough time to give them hope.

Explain the spiral you performed to lose altitude? Did you do it to land in the grass field?
Yes sir. He was going to perform a 360° turn, then got to 180°.

Why only 180°?
He started getting slow, and the stall warning horn came on. He pitched down and looked at the neighborhood ahead. He saw a pool, and aimed for it. The airplane impacted a shed.

Did you secure the engine or aircraft for the forced landing?
I did not sir.

Did the engine windmill to the ground?
The engine/propeller stopped spinning.

Did you physically check each fuel tank after the crash?
I did not sir. I remember when we crawled out of the airplane, a paramedic said "we" smelled of fuel.

NTSB Questions Continued –

What are your injuries?
Scrape on his nose and knee, and his wrist was bruised.

FAA Questions –

Did Darcy Aviation have a company manual for inspecting the logbooks/maintenance records before a flight?
Yes, but the manual was very minimal.

Do you know what does it require?
Not at the top of my head.

Do you recall a check if the airplane was current for inspections such as the 100-Hour and Annual?
He checked to make sure serial numbers matched. They do not have records of inspections available to flightcrew.

Did Darcy Aviation use the fuel cart to fuel the airplane?
I do not know sir.

Did you or Ms. DeResh had her own fuel stick to dip the fuel tanks?
I don't know. There is 1 in the back of the airplane.

During the walkaround did he or Ms. DeResh check the wings, airframe fuel strainer low point for contamination?
Yes sir.

What was your impression of the fuel?
It was good.

When you determined the engine had quit and were attempting to restart the engine, did you check the fuel shutoff valve (Midwood)?
Yes sir. I do remember while in the persons home adjacent to the crash site, someone crawled into the airplane and turned off the fuel shutoff valve.

Do you have your logbook for flight time (Lewis)?
I do not have it with me at the moment. He has not updated his logbook since flying with Darcy Aviation.

Have you updated since then? Have you made it current from February 17, 2023 Midwood)?
Yes sir.

FAA Questions Continued –

When was the last time that you flew that Cessna 152 (Lewis)?
That morning for .5 hour with Blake Stephens. He then flew it solo and did .3 hour.

On the downwind leg was the carburetor heat applied?
Yes, when the flight was abeam the landing point, Before the rpm was reduced below the green arc going to 1,500 rpm it was applied, the mixture was full rich, and the flaps were extended to 10°.

Did you do 2 touch-and-go landings and the third was planned to be a full-stop landing?
Yes sir.

You said the engine was sputtering. Did you physically feel the fuel shutoff valve to see if it was on?
I did not.

NTSB Questions Continued –

What was the time of the accident?
Between 1700 and 1800.

Did you text or call someone to help refine the time of the crash?
He called Brent Darcy.

How soon after the crash?
No more than 10 minutes. He helped Ms. DeResh out then called Mr. Darcy.

What time was that call made?
He checked his phone. He doesn't know what time the call was made. The last day he can see on his phone for calls made was April 12. 2023.

Do you have chemical burns from the fuel?
He was wearing jeans that were thick. Not that he knows of.

What was the flight duration?
1.5 to 1.75 hours.

What restraint was he wearing?
Lapbelt.

Any shoulder harness installed?
No.

NTSB Questions Continued –

Are you still with Darcy Aviation?
He was let go.

What was the reason given?
His services could not be used.

Were you using the iPad for navigation or any APPS?
No. He had Foreflight for weather.

Were you taking any pictures or video in-flight?
No.

Do you have any questions for NTSB?
When will I hear back from NTSB and FAA?
You are required to complete the NTSB Pilot/Operator Aircraft Accident/Incident Report.

To FAA When can I start flying?
We can discuss tomorrow morning.

To FAA who has his iPad?
We did not recall seeing or have any pictures of an iPad at the scene. Talk with Mr. Darcy.

Who has his personal belongings?
They found Rayban prescriptions sunglasses, and those were given to Mr. Darcy.

Is there anything we have not asked but he wants us to know?
No.

FAA Questions Continued –

Did Mr. Darcy give you a checkride before you began instructing at his business?
Yes, it was a very brief checkride in a Cessna 152. He did not recall Mr. Darcy signing his logbook.

The interview ended at 1722 EDT.

The digest was e-mailed to him for review on May 26, 2023. He replied on May 29, 2023, at 1018 EDT with, “It all looks good, thank you.” The FINAL digest was e-mailed to him on June 8, 2023.

ATTACHMENT 1

Preflight Performance Sheet

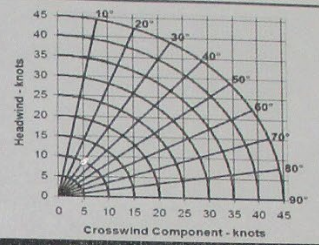
Weather	Departure Field		Destination Field	
		RWY (Best Wind)		RWY (Best Wind)
Elevation:	457'			
Surface Winds:	Var @ 5KTS	Length		Length
Ceiling:	Sky Clear			
Temperature:	64 oF / 18 oC		oF / oC	
Dewpoint:	10 oF / -7 oC		oF / oC	
Altimeter Setting:	30.35			
Pressure Altitude:	271'			
Density Altitude:	497'			

Winds Aloft:	3000'	6000'	9000'	12000'

Weight & Balance

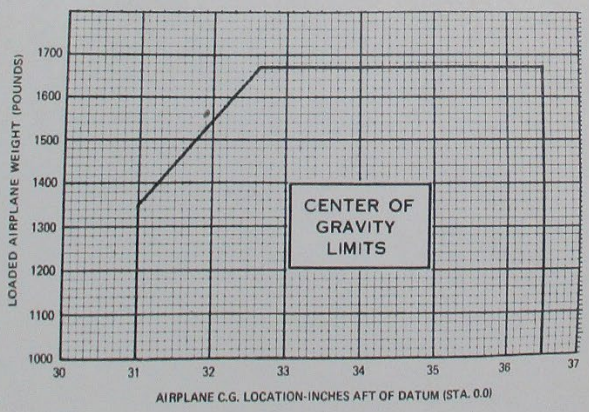
Aircraft	Empty Weight	Arm	Moment
C-152 N757YM	1164.5	29.41	34252.60
C-152 N65563	1161.1	30.27	35147.66
PA-28-161 N8715C	1438	85.90	123524.20

	(Weight	X	Arm	=	Moment)
Basic Empty Weight:	1164.5		29.41		34252.60
Pilot & Front Passenger:	310		39		12090
Rear Passenger:	—		—		0
Baggage Area 1:	0		64		0
Baggage Area 2:	0		84		0
Zero Fuel Weight:	1474.5		31.9		46342.6
FUEL (15 gal.)	90		40		3600
Take Off Weight:	1564.5		(CG = Mom / Wt) 31.9		49942.6

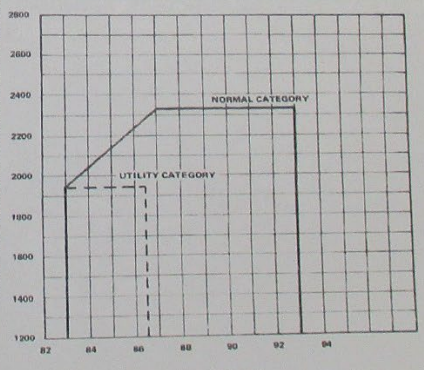


Aircraft Performance Calculations

Departure Headwind / X-Wind:	5KTS / 5 KTS
VR/Barrier Speed (Short Field):	32 / 54
Short Field T/O Distance:	810 / 1445
Maximum R.O.C.	645
VA (Maneuvering Speed):	105
Short Field Approach Speed:	55
Short Field Landing Distance:	520 / 740
Vg Best Glide Speed:	60 / 75



Cessna 152



Piper PA28-161

CG In (Yes/No): Yes

Never fly with any element or issues that can impact the safety of your flight. If in doubt, then do it fly.

ATTACHMENT2

Kennis G. Blackman
STC No. SA1000NW

III. PERFORMANCE

Performance with the above engine and propeller combination installed is equal to or better than the data in the FAA Approved Airplane Flight Manual.

The incorporation of this STC into this airplane will result in increased fuel consumption relative to the values given in the Airplane Flight Manual. The operator of this airplane must therefore closely monitor the airplane's fuel state during all operations.

FAA Approved
Date: August 18, 1980
Reissued June 12, 1986
Reissued October 6, 2003

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Excerpt from Supplemental Type Certificate Flight Manual Supplement.