



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: May 10, 2019
Person Contacted: Kay Christine
NTSB Accident Number: ERA19FA161

Narrative:

Mrs. Kay Christine was interviewed at her house on May 2, 2019, at 1437 EDT. Her address was [REDACTED] Tyrone, PA [REDACTED]. She provided a cell phone number of [REDACTED] and an e-mail address of [REDACTED]. Also present during the interview were Ricardo Asensio of Textron Aviation and David Harsanyi of Lycoming Engines.

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 without representation.

She indicated that since living in the house, she has seen numerous aircraft fly over their house or near their location. She is not a pilot or mechanic.

On the date and time of the accident, she and her husband were outside; she was located at 40.762211° north latitude and -078.204219° west longitude¹. It was very foggy, with the fog at the 1st ridge. It was not raining at the time. She heard a loud sounding airplane which got her attention. She then observed the airplane west of her position below the fog flying “straight” in a near due west direction as if it had come from the State College direction. She reported the airplane was flying low and when asked to determine altitude, reported it was “way above a nearby 45 foot tall tree.” She reported the airplane banked to the right (not too steep), then lost sight of the airplane when it went behind trees. She “heard him crash into the trees and then there was an explosion.” She called 911 using her home phone.

¹ That location when plotted on Google Earth was located about 2,078 feet east-southeast of the accident site.

She did not hear any unusual sounds before the explosion. The airplane impacted Sandy Ridge Mountain. The wind was about 5-10 mph from about 304°².

Shortly after her call, a law enforcement official responded. While at her house, the officer looked up and saw something shiny on the mountain and asked her if that was normal. She said it was not. The fog lifted a short time later.

Her husband (Dan) who was also outside reported that to him the airplane sounded very loud, like the pilot was trying to compensate for the mountain.

The digest was e-mailed to her for review on May 10, 2019. She replied on May 13, 2019, at 1122 EDT with comments that were incorporated into the narrative. The corrected digest was e-mailed to her on October 11, 2019.

² Determined used an APP during the interview.



RECORD OF CONVERSATION

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Eastern Region

Date: November 10, 2020
Person Contacted: Trey Siegfried
NTSB Accident Number: ERA19FA161

Narrative:

Mr. Trey Siegfried was interviewed near the accident site on May 2, 2019, at 1943 EDT. He provided a cell phone of [REDACTED]

He indicated that he is with the Mountain Top Fire Company located in Sandy Ridge, Pennsylvania. The department is all volunteer.

On the accident date he was dispatched to the accident site and was in Utility 13. Additional units responding were from Tyrone, Bald Eagle, and Phillipsburg. They used hand held fire extinguishers to extinguish the fire. When they arrived on scene he reported the "fog was bad."

The digest was reviewed with him during the interview.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: November 10, 2020
Person Contacted: Flying Club Officers
NTSB Accident Number: ERA19FA161

Narrative:

Messrs. Pascal Mascarotti, Jeremy Schreiber, and Edward Dudley of PSYfliers, Inc. were interviewed at the General Aviation Terminal at University Park Airport (UNV), State College, Pennsylvania, on May 3, 2019; the time was not recorded.

Pascal indicated he was the president of PSYfliers, Inc. His cell phone is [REDACTED]. He has about 800 hours total time. He last flew the airplane on April 30th, on about a 1.0-hour flight. He did not have any issues. His certificate number is [REDACTED].

Jeremy Schreiber was the maintenance officer of PSYfliers, Inc. His cell phone is [REDACTED]. He is not an airframe and powerplant mechanic. He holds a private pilot certificate with airplane single engine land, instrument airplane ratings. His certificate number is [REDACTED]. He indicated the hour meter is oil pressure activated.

Edward Dudley was the treasurer. His cell phone is [REDACTED]. He holds a private pilot certificate with airplane single engine land, instrument airplane ratings. His certificate number is [REDACTED]. The address for the club is his home address, which is [REDACTED] State College, Pennsylvania [REDACTED].

Joseph Bernardo was the Secretary. He had been a member for about 1.5 years. The pilot's wife was not a member of the flying club. He left the club, then applied to rejoin on June 22, 2017. He was voted in and was checked out by Rick Miller. The checkout was like a Flight Review. He was out of the U.S. until May 15th, His cell phone is [REDACTED] and his e-mail is [REDACTED].

PSYfliers, Inc. was incorporated into 1986. They had 1 airplane, the accident airplane. With the accident pilot, they had 7 members and 4 officers. The go-no-go decision to fly was at the discretion of the pilot. They bill quarterly.

With respect to the accident flight, the pilot blocked out their schedule from 1000 to 1900, and under notes he listed KBTP. He and his wife were flying to meet his wife's mother for a personal visit. They did not have any contact information for her. They know of 1 daughter who lives in State College, Pennsylvania. She is 24 years old, and her name is Bethany Bernardo. He had made the same trip previously.¹ To their knowledge, neither them or other members of the flying club talked with the pilot about the intended flight. Their bylaws do not discuss weather, and that decision to fly is left at the discretion of the pilot.

Mr. Pascal indicated that because of the extended down time, he sent out an e-mail to all members asking them to fly with a flight instructor. He indicated that the accident pilot did fly with a flight instructor named Josh Bracken about 2 weeks before the accident. His contact is

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They indicated that the airplane was down for maintenance from June 2018 until about Thanksgiving Day 2018, then it was down until February 2019, due to an annual inspection. The airplane was put back into service on March 29, 2019. While it was down it was converted to digital by removal of the vacuum-driven directional gyro, and installation of Garmin G5 glass displays, which get data from the air nav computer. The G5's were interfaced with the wide area augmentation system (WAAS) GPS, and the airplane also had a Garmin GFC 500 autopilot installed. There was no standby attitude indicator, but it did have the original flight instruments consisting of the airspeed indicator, altimeter, and vertical speed indicator.

Based on FlightAware:

April 9th, the airplane was scheduled from 0800 to 1230. The flight departed UNV at 0910 and landed 1140.

April 18th, the airplane was flown 47 minutes. It departed UNV at 1512 and landed at 1559. The pilot had scheduled the airplane that day from 1400 to 1700.

The pilot was a computer scientist, engineer, and was a "stickler for the rules."

Pascal had seen the airplane scheduled for the accident flight, and knew there was adverse weather that the forecast. Because of the weather he thought the pilot would cancel the flight.

PSYfliers, Inc. learned of the accident at 1520 EDT. The former president (David Reitter), received word of the accident from the Air Force Rescue Coordination Center (AFRCC) because of activation of the emergency locator transmitter (ELT). Mr. Reitter was also contacted by New York Air Route Traffic Control Center.

¹ They were asked to provide NTSB a log of when the accident pilot booked the airplane since it returned to service.

None of the officers indicated they were aware of any personal issues with the pilot. He had just obtained his medical certificate (BasicMed).

The digest was reviewed with them during the interview and they agreed with the content.



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Sr. Air Safety Investigator
Eastern Region

Date: November 10, 2020
Person Contacted: Pascal Mascarotti
NTSB Accident Number: ERA19FA161

Narrative:

Mr. Pascal Mascarotti was interviewed at the General Aviation Terminal at University Park Airport (UNV), State College, Pennsylvania, on May 3, 2019, at 1025 EDT. Also present for the interview were Edward Dudley, Jeremy Schreiber, and Ricardo Asensio.

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 is the president of Psyfliers, Inc. He flew the airplane on April 30, 2019 with "Nick" Bradaschia who held a private pilot certificate with an instrument rating and was acting as safety pilot. Pascal was in the left seat and flew the airplane because he wanted to execute a couple instrument approaches to maintain currency. The tach time for his flight was 1.0 hour while the hour meter registered it to be 1.3 hours. He indicated that the club has a paper trail for starting and ending tachometer and hour meter readings for each flight.

In preparation for his flight he performed a preflight inspection of the airplane using the checklist and did not notice any abnormalities. He did check the fuel tanks and fuel strainer and there was no fuel contamination. He noted the oil capacity was just under 6 quarts, adding that 7 quarts was considered full. The engine started "perfectly" and he taxied to the active and performed an engine run-up. As part of his engine run-up he did apply the carburetor heat and noted a slight rpm drop. At each magneto check the rpm decreased less than 100 rpm each. He reported no discrepancies during the run-up.

The flight departed UNV VFR and he flew to Mifflin County Airport (RVL), Reedsville, Pennsylvania, where he executed a GPS approach to runway 24. He did a touch-and-go landing with no issues and demonstrated the autopilot to his safety pilot climbing to 4,000 ft. He also demonstrated heading turns using the autopilot with no issues. He loaded RASHE waypoint into the GPS and demonstrated navigation capability to his safety pilot adding that it worked “flawless.” He did an approach to UNV which required a little bit of deviation due to an airliner. He did indicate that he experienced a loss of GPS signal for about 20 seconds, but it came back. He hand flew both approaches which included an instrument landing system (ILS) to runway 24, adding that the system worked “flawlessly.” He performed a normal landing, taxied, and fueled the airplane by a fuel truck. He was present and remembered adding 8.4 gallons which filled both fuel tanks. After fueling he signed the bill. The airplane fuel capacity was 42 gallons total, of which 40 gallons were considered usable. At both landings he used full flaps and had no issues with them. He did not experience any issues with the engine, or engine systems, and no issues with the airplane, flight controls, or instruments. He did not perform any stalls.

After his flight the airplane was put into the hangar, and was not used/operated between his flight and the accident flight.

He reported no issue with either G5. The airspeed and vertical speed “round dials” showed the same data.

The digest was reviewed with him during the interview and he agreed with the content.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: November 10, 2020
Person Contacted: Joshua Bracken
NTSB Accident Number: ERA19FA161

Narrative:

Mr. Joshua Bracken was interviewed at the General Aviation Terminal at University Park Airport (UNV), State College, Pennsylvania, on May 3, 2019, at 1156 EDT. Also present for the interview were Edward Dudley, Jeremy Schreiber, Pascal Mascarotti, and Ricardo Asensio, of Textron Aviation. Mr. Bracken provided a cell phone 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 holds a commercial pilot certificate, certificate number of [REDACTED] issued 31 July 2015. He has ratings for airplane single and multi-engine land, and instrument airplane. He also holds a flight instructor certificate with airplane single engine land rating issued 22 December 2018. His home address is [REDACTED] Bellefonte, PA [REDACTED]. He has about 880 hours total time and 300 hours in make and model. He has accrued about 350 hours as a flight instructor. He has about 230 hours in aircraft with advanced avionics with about 210 hours in an aircraft equipped with a Garmin G1000.

With respect to the accident pilot, they did communicate, and a proficiency flight was scheduled for he did recall that the flight was cancelled once. He met him for the first time that day, and believed the flight with him was the middle of April.¹ He knew the pilot was a member of the

¹ According to the flying club records, the flight was on April 2, 2019. The flight duration was logged as 0.9 hours.

flying club and that the airplane had been in for maintenance. He was advised that the airplane was back, and Mr. Mascarotti advised pilots of the club to fly the airplane with a flight instructor to get re-acquainted with it, and also for a proficiency check.

His flight with the accident pilot was scheduled. On the first meeting, the pilot did not present his logbook and the pilot did not mention anything to him about instrument currency. He conducted a briefing, and because of the new G5 installed, he planned to go over it, mode differences, headings, and altitudes. He indicated that it would be a proficiency check which included loss of control, stalls, steep turns, and emergency procedures. They did discuss vSpeeds, climb out speed, weather, but did not go over the G5 manuals. He indicated they would go over the G5 while in-flight, adding that it was a VFR day flight. He was not aware of the pilot's instrument currency.

The flight duration was 1.0/1.1 hours and after takeoff they flew to the southwest practice area. Because he was not a CFII he did not cover topics as might have been done during an instrument proficiency check (IPC), but he did have the pilot fly for about 18 minutes using foggles. During that time the accident pilot became fixated, struggled to hold altitude, but he was within altitude limits for a private pilot which is plus or minus 100 feet. The pilot mentioned to him that the likely reason was the display format of the G5 was more responsive than the analog instruments previously installed. They did perform unusual attitudes, but he was not sure if that was done while wearing the foggles. He clarified that the bank angle during the steep turns initially was about 40° but during the turn the pilot relaxed the bank angle to about 35° while maintaining altitude plus or minus 100 ft. They did fly to the Phillipsburg VOR and did VOR navigation and tracking. He asked questions at the end of the flight and he did landings and traffic pattern work, both were ok. There was nothing unsafe during the flight. At the conclusion of the flight he did not log the flight in his logbook. He thought the flight was in the morning and done during the week. He did not feel that the accident pilot would have had trouble holding heading and could use the autopilot to maintain altitude. He maintained his heading plus or minus 10° and was satisfied he was safe for VFR flight. He did advise him to go up a few more times VFR and practice with the G5. They did power on and power off stalls and he did recall hearing the stall warning horn. They did not perform chandelles.

There were no issues on his flight with the aircraft, engine, or its systems. He had also done an instrument proficiency check in that airplane about 10 to 11 months ago, before it was modified.

During their conversations the pilot did not mention anything to him about his instrument flight experience, or instrument currency.

The digest was reviewed with him during the interview.



RECORD OF CONVERSATION

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Date: November 10, 2020
Person Contacted: Mitch Haubert
NTSB Accident Number: ERA19FA161

Narrative:

Mr. Mitch Haubert, of Gullwing Aviation LLC was contacted by phone on May 3, 2019, at 1506 EDT. He was called at [REDACTED] He provided an e-mail address of [REDACTED]

He indicated that they use 14 CFR Part 43 Appendix D as a checklist. After the airplane leaves their shop they dispose of the discrepancy sheets. He can re-create the discrepancy sheets.¹ After the annual inspection was completed he flew the airplane. He departed from runway 24 and programmed a series of waypoints. He climbed to 4,000 ft, then made a left turn to intercept the GPS Approach to runway 24. He let the autopilot fly the airplane and it performed flawlessly. He was so impressed with the autopilot. The flight was about 30 minutes and there was no problem with the airplane, the engine or its systems.

The digest was reviewed with him during the call and he agreed with the content.

¹ The same day at 1852 EDT, he provided an e-mail to NTSB with the re-created discrepancies.