



## RECORD OF CONVERSATION

**Timothy W. Monville**  
**Sr. Air Safety Investigator**  
**Eastern Region**

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**Date: April 4, 2022**  
**Person Contacted: Kyle McDaniel**  
**NTSB Accident Number: ERA22LA143**

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### Narrative:

Mr. Kyle McDaniel owner of Commonwealth Aviation contacted NTSB by phone on March 11, 2022 at 1319 EST. He called from [REDACTED]

He was at the airplane and measured the span of the damage to be 34 inches. The outer rib and 1 rib inboard of the outboard rib was damaged (about 2-3 inches was bent down). There were 2 popped rivets located on the next rib inboard; the rivets were 1 and 2 back from the leading edge.

At this stage he indicated they could pull the inspection panels to check inside the wing to confirm if there was any spar damage.

Mr. Kyle McDaniel contacted NTSB on March 18, 2022, at 0931 EST. He called from [REDACTED] [REDACTED]. He indicated that the mechanic (Lee Stikeleather) did a visual inspection and did not see any evidence of spar damage.

The call end times were not recorded.

The digest was e-mailed to him for review on April 4, 2022. He replied the same day at 1105 EDT with, "Looks good, thank you." The FINAL digest was e-mailed to him on April 4, 2022.



## RECORD OF CONVERSATION

**Timothy W. Monville**  
**Sr. Air Safety Investigator**  
**Eastern Region**

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**Date: April 4, 2022**  
**Person Contacted: Taylor A. Loosli**  
**NTSB Accident Number: ERA22LA143**

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### Narrative:

Mr. Taylor Loosli contacted NTSB by phone on April 1, 2022 1447 EDT. He called from [REDACTED]. He provided 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 Provided a home address of [REDACTED] Fairfax, Virginia [REDACTED]. His date of birth is [REDACTED]. His pilot certificate number is [REDACTED]. He holds a commercial pilot certificate with airplane single engine land and instrument airplane ratings, issued December 18, 2019. He has 530 hours total time, and about 230 hours in make and model. In the last 90 days he has accrued about 50 hours, of which 23 were in make and model. He was issued a 2<sup>nd</sup> class medical certificate with no limitations on October 11, 2018.

He was employed by Commonwealth Aviation and was hired on February 21, 2022. He received a W2 from them, and was paid by the hour when instructing.

He was asked the following questions-

Had he flown with the student before?

No. It was his first time flying with him and the 1<sup>st</sup> time meeting him.

Questions Continued-

Was it the 1<sup>st</sup> flight for the student?

No. Kyle McDaniel who was the owner of Commonwealth Aviation had previously instructed him. The student had about 40 hours total flight time. Mr. McDaniel told him that the student needed to work on his landings.

Explain what happened during the flight?

He was told the student was close to solo, and was closely guarding him during taxi, and takeoff. The student handled the radio calls, and they remained in close traffic where the student performed a touch-and-go (T&G) landing. The student remained in the traffic pattern for another T&G landing and he touched down just to the right of the runway centerline. He informed him to land on the centerline on the next landing and he thinks the student added an “extreme amount” of left rudder during the go portion. The airplane began to veer left and he (CFI) tried to grab the controls but the wingtip impacted a light. He added that the event happened very quick. There was impact damage on the wingtip and propeller strike. He “wasn’t ready for the student to do that.” By the time he added the rudder input there wasn’t enough time to “center and correct.”

At this point of the conversation he was advised that I had consulted with a NTSB aeronautical engineer to make sure the event was properly classified by NTSB. The engineer confirmed there was substantial damage.

Were you guarding the rudder pedals with your feet?

No. By the second landing the student seemed confident. His feet were not guarding the rudder pedals. As a result the school implemented a procedure for no T&G landings.

Are you still instructing with Commonwealth Aviation?

Yes. He was in the process of moving from Texas to Virginia.

Afterwards did you have a debriefing or question the student about what occurred?

Yes. The student first said he did not know what happened. When they debriefed later, the student indicated he lost control of the rudder.

Did he have any questions for NTSB?

No.

The call end time was 1506 EDT.

The digest was e-mailed to him for review on April 4, 2022. He replied on April 6, 2022, at 1205 EDT with, “Received and no changes.” The FINAL digest was e-mailed to him on April 6, 2022.