



# NTSB RECORD OF CONVERSATION

**Lynn Spencer**  
**Air Safety Investigator**  
**Eastern Region**

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**Date: 10/24/2018, 9:15 am**

**Person Interviewed: Ron Boomhower (airport employee)**

**NTSB Accident Number: ERA19FA023**

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The following is a summary of a conversation that occurred with the above-named individual:

- The airport employee had lunch with Mr. Rumble (pilot and airport manager) the day of the accident.
- At lunch, Mr. Rumble appeared fine and made no mention of any health concerns.
- The employee was not present at the time of the accident.
- He stated that it was typical for Mr. Rumble to fly 20-40 minutes locally at least once weekly.
- He stated that the CTAF was not recorded, but the maintenance folks at the airport monitor the CTAF while they work.
- He stated that based on the cameras at the airport, the accident happened about 13:01 EDT



# NTSB RECORD OF CONVERSATION

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**Air Safety Investigator**  
**Eastern Region**

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**Date: 10/24/2018**  
**Person Interviewed: Nick Talotta (friend of accident pilot)**  
**NTSB Accident Number: ERA19FA023**

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The following is a summary of a conversation that occurred with the above-named individual:

- The friend stated that Mr. Rumble tried to fly once per week to maintain proficiency.
- He mentioned that about 2 weeks prior to the accident, Mr. Rumble commented to him that he was having difficulty raising the landing gear, and that Mr. Rumble has said that it was easier to retract if he did it at slower speed. He said that Mr. Rumble stated that this required less effort on his part.



## **RECORD OF CONVERSATION**

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

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**Date: October 27, 2018**  
**Person Contacted: Jeff Doran**  
**NTSB Accident Number: ERA19FA023**

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### **Narrative:**

Mr. Jeff Doran was interviewed at Woodbine Municipal Airport (OBI), Woodbone, NJ, on October 24, 2018, at 1302 EDT. Also present during the interview were NTSB Investigator Lynn Spencer, FAA inspector Kirk Jaeger, and Ron Boomhower. Mr. Doran's cell phone is [REDACTED], and his e-mail address is [REDACTED].

Mr. Jeff Doran played airport security video and allowed NTSB to video tape the representative cameras. The clock time of the recording was determined to be 58 minutes slower than actual time. The video depicted the airplane at the fuel farm fueling at 1240:13, and an individual at the fuel farm at 1300:14. At 1302:11, the video depicted white colored smoke/dust blowing in the upper corner consistent with the accident. Between 1301:26 and 1304:36, or a 3 minute 10 second gap, aside from the single frame just before impact which was later discovered, there were no frames in which the airplane was in view.

Mr. Doran reported that the accident pilot had complained about the manual retraction system (Johnson bar), due to being physically demanding. The pilot had also told Mr. Ron Boomhower within the past 1 to 2 weeks, that he was having trouble with the Johnson bar. The pilot indicated that he realized that the slower he operated the airplane, there was a lot less effort to manually retract the landing gear. The pilot never elaborated on the issue, but had flown the airplane a couple times and told Ron it was easier, "for him to retract the gear" at a slower speed. During the conversations the accident pilot did not mention specific speeds, rather, he generally described the speed as being "a little slower."

Mr. Doran described the accident pilot as being an older gentleman who was thin. Mr. Boomhower reported that about 1 to 2 weeks earlier, the pilot had a little effort to get out of his seating position on the couch.

With respect to the accident flight, it was believed to be a local pleasure flight.

Mr. Doran had flown in the accident airplane with the accident pilot about 3 years earlier. During that flight, Mr. Doran did not recall any issues with the airplane, and specifically, the accident pilot, “effortlessly operated the gear system.”

Mr. Doran also reported that the accident pilot had previously (about 3 years earlier) been involved in a propeller strike incident in which the airplane hit a runway light.

Ron Boomhower had lunch with and talked with the accident pilot before the accident flight. He appeared OK and during their conversation he did not mention any issues pertaining to his health.

The digest was e-mailed to Mr. Doran for review on October 27, 2018. He replied on October 27, 2018, at 1902 EDT with, “Mr. Monville, ... I have reviewed the draft interview and the sections containing comments or statements by me appear to be an accurate record of our conversation. Jeff Doran.” The digest was e-mailed to him on October 29, 2018.



# NTSB RECORD OF CONVERSATION

**Lynn Spencer**  
**Air Safety Investigator**  
**Eastern Region**

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**Date: 10/24/2018; 2:35 pm**

**Person Interviewed: Dave Dempsey (friend of 12 yrs, neighboring hangar at airport)**

**NTSB Accident Number: ERA19FA023**

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The following is a summary of a conversation that occurred with the above-named individual:

- This friend uses a hangar on the airport and has known Mr. Rumble for about 12 years.
- He stated that he spoke with Mr. Rumble before the accident flight and Mr Rumble seemed fine.
- He reported that Mr. Rumble said that he hadn't flown in a couple weeks and that he was going to fly down toward Delaware.
- He said that he was aware of the problems Mr. Rumble was having with the Johnson bar; he recounted a conversation he had with another individual who reported that Mr. Rumble would hold onto something in order to brace himself and then use his other hand to operate the Johnson bar, leaving no hands to hold the control yoke.



## RECORD OF CONVERSATION

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

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**Date: October 27, 2018**  
**Person Contacted: Kevin Savidge**  
**NTSB Accident Number: ERA19FA023**

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### Narrative:

Mr. Kevin Savidge of MidAtlantic MedEvac was interviewed at their trailer on October 25, 2018, at 1029 EDT. His cell phone is [REDACTED], and his e-mail address is [REDACTED]

The trailer location is 39° 13'19.34" north longitude and -074° 47'32.57" west longitude.

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 indicated he is not a pilot, but is a retired C-17 Air Medical Evacuation Technician. He has been with AtlantiCare for about 8 years, as a flight paramedic. He did not know the pilot personally, but casually knew him. He has seen him walking from his vehicle and reported he was walking unassisted. The times he had seen him he appeared OK, with age appropriate physical ability.

On the date and time of the accident, he was on the couch inside their trailer with 2 other people present in the trailer. The duty pilot was in a room, and the flight nurses was in the bathroom with the exhaust fan running. He heard what he thought was the airplane during climb out, followed by silence and a pop sound. The pilot came out of the room and said, "did you hear that." He (Kevin) knocked on the bathroom door of the flight nurse, and then he and the pilot walked out towards the runway. When he was about 1/3 way he smelled fumes, and then started jogging/running. He reported that the wind were gusty. When he arrived there were 2 vehicles on-scene. He smelled warm exhaust, and saw somebody with a fire extinguisher. He kept

walking and was told that Wayne was involved. He noticed 2 people walking around, and asked if someone had called 911. While he asked, one of the individuals was in fact on the phone making the 911 call. He noticed the pilot in the wreckage, Shortly State Troopers, and volunteer firefighters responded.

He (Kevin) called AtlantiCare dispatch using his cell phone at 1407 EDT; the call was made while he was at the site. He called them to inform them that the helicopter and crew were OK and not involved in the accident.

He estimated that the accident occurred at 1400. He also estimated that he heard the engine for about 15 seconds, adding that it was, “incredibly short” duration. The engine sounded constant, saying that the only thing inconsistent was the duration of the flight. The engine sounded steady, and he did not hear any sputtering.

He pointed to where the wind was coming from and that direction was from 263° at 15 to 20 knots. He observed the windsock to be nearly fully erect. He believed when he arrived on-scene the landing gear was down.

The digest was e-mailed to him for review on October 27, 2018. He replied on October 30, 2018, at 1013 EDT, with comments that were incorporated into the narrative. The corrected digest was e-mailed to him on October 30, 2018.



## RECORD OF CONVERSATION

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

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**Date: October 27, 2018**  
**Person Contacted: Edward Gibson**  
**NTSB Accident Number: ERA19FA023**

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### Narrative:

Mr. Edward Gibson of FlightLine Aero/Marine Services, Inc., was interviewed at his hangar on October 25, 2018, at 1222 EDT. Also present for the interview was FAA inspector Kirk Jaeger, and J Mike Childers. Mr. Gibson provided an e-mail address of [REDACTED] His cellular phone is [REDACTED], and his work phone is [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 an airframe and powerplant certificate, certificate number [REDACTED], and also holds inspection authorization (IA). He has a commercial pilot certificate with airplane single engine land and sea, airplane multi-engine land, instrument airplane ratings. He has about 14,000 hours, and last flew the accident airplane as part of his annual inspection January 2017. He reported there were no issues with the airplane or its systems during that flight.

He has known the pilot for 20 years, and has maintained that airplane also for 20 years. He reported the pilot is retired from IBM. During the time that he has known the pilot and maintained the airplane, he has never mentioned any issues related to the landing gear system. During that same time he has not noticed any health issues with him.

With respect to the manually operated landing gear, he reported "they are a bear" and has always been a problem with that type of airplane. He described a procedure that during gear retraction, the procedure is to remove the handle from the down receiver and quickly push the bar down to retract the landing gear.



He was asked to describe the pilot's typical takeoff procedure and he said the pilot would typically lift off slow, start to climbout, then would retract the landing gear when the flight was at the "D" intersection. During the gear retraction sequence, he would typically see the airplane oscillate in pitch.

On the date and time of the accident, he and "Tommy" were in his office and the hangar doors were closed because of the temperature. He heard the takeoff, reported hearing full power, and described the sound as a "normal takeoff." He then heard the impact. During the time he heard the engine he indicated it sounded "100% normal" from beginning to the accident.

He and Tommy were first on-scene. After his arrival he noted a smell of burning of an electrical panel on the right side of the airplane. He also noticed fuel on the ground, with a major puddles under the left wing.

With respect to his inspection of the airplane, he reported using his own developed checklist. As part of his inspection there is no test to determine the force required to retract the landing gear. But he test/examine the entire gear system, and checks the "donuts" for clearance. He was asked for a copy of his checklist and the annual checklist from Mooney and provided both.

The digest was e-mailed to him for review on October 27, 2018. He replied verbally with comments on October 31, 2018, at 1023 EDT, that were incorporated into the narrative. The corrected digest was e-mailed to him on October 31, 2018.



## RECORD OF CONVERSATION

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

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**Date: October 27, 2018**  
**Person Contacted: Walter M. Sheridan**  
**NTSB Accident Number: ERA19FA023**

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### Narrative:

Mr. Sheridan was interviewed at Woodbine Municipal Airport (OBI), on October 25, 2018, at 1320 EDT. Also present was J Mike Childers, of Lycoming.

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], Cape May Courthouse, NJ [REDACTED]. His cell phone is [REDACTED], and his home phone is [REDACTED]. His e-mail address is [REDACTED].

He is not a pilot, nor an aviation mechanic, but does have a mechanical background. He is retired from USPS as a building equipment mechanic. He was a blackshoe boatswains mate in the U.S. Navy. He did not know the pilot.

On the date of the accident, he was at OBI getting fuel for his snowblower. He reported that the accident airplane was at the fuel pump outside of the marked area with the engine running. That location was 39.221166° north and -074.792331° west. The pilot taxied to the runway (31), and about that time he had an issue with the fuel pump (he was near pump No. 2). He then heard the engine rev up to a high rpm, and begin to takeoff. He directed his attention to the airplane and watched the airplane become airborne about 150° from his position and begin to climb, climbing to the height of the tree tops, or an estimated 100 feet above the runway. He pointed to where he thought the landing gear was retracted, which was determined to be between C and D taxiways, which he thought was early. He reported the airplane was in a slight climb, or nose-high attitude,

then he became distracted with the fueling and diverted his attention. He heard a loud sound by the windsock. Because of his health he was unable to respond to the accident site, but he did call 911 reporting the accident, and was put onto the State Police. He noticed a couple trucks raced to the runway, followed by 3 NJ State Police Troopers, then 2 more. He left the area when the fire truck was responding. He provided his phone to determine the time of the call but it was not retained. He estimated the crash happened within 3 minutes of the time stamp on his receipt.

He reported that at the time of the accident, the wind was across the runway at about 10 miles-per-hour, which was determined to be from 230°. He did not hear any sputtering or misfiring from the engine, and the engine rpm was constant the entire time he heard the engine.

Prior to his fueling he noticed a receipt in the well, and noted it was \$95.00. He also provided his receipt for inspection and the time of payment was recorded to be 1301:36.

The digest was e-mailed to him for review on October 27, 2018. He replied on October 30, 2018, at 1802 EDT with, "Mr. Timothy Monville, I have read my statement to you and it was what I said. I did receive the attachment you sent and it is a true statement. Walter Sheridan." The digest was e-mailed to him on October 31, 2018.



## RECORD OF CONVERSATION

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

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**Date: October 27, 2018**  
**Person Contacted: Lisa Garrison and Jim Gurdgiel**  
**NTSB Accident Number: ERA19FA023**

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### Narrative:

Ms. Lisa Garrison and Mr. Jim Gurdgiel and were interview at the county complex on October 25, 2018, at 1545 EDT. Also present was FAA inspector Kirk Jaeger. Ms. Garrison provided a work phone number of [REDACTED], and an e-mail address of [REDACTED].

Ms. Garrison and Mr. Gurdgiel were met to debrief and to discuss the NTSB's request regarding fuel testing at OBI. They were advised that prior to my arrival, I had a conversation with Avfuel personnel and advised the Avfuel individuals that NTSB did not request testing be performed, rather the NTSB asked what the fuel supplier protocol was following an accident. And if testing was part of that protocol, NTSB would like to get a copy of the results.

Ms. Garrison advised that with the death of the airport manager in the accident, she would be taking over the responsibility of the airport. She also indicated that the accident pilot came into the complex on the day of the accident at 1130, which he typically comes in every day. She indicated she was his supervisor. She did not speak to him that day, but reported she has noticed a memory issue with him. She described him as frail, but offered that on the Monday before the accident, he carried 5 gallons of water jugs without effort.

She was briefed that it was learned during the investigation that no-one was performing white bucket testing, that is typically done every day and recorded onto a sheet. She advised that she plans to visit a nearby similar airport, and while attempt to learn their procedures for fuel farm inspections. She was also informed that as part of the post-accident inspection of the fuel farm the sticker on the fuel filter did not reflect the fact that it had been recently replaced by the manager. Finally, she was advised that NTSB observed that several gates of the airport were open all the time. She indicated having the gate(s) repaired recently but the problem continues.

The following action items were requested from them:

1. Daily fuel farm checks or lack thereof
2. Gate(s) remaining open
3. NTSB access to raw video file for the accident date

She was asked if the accident airplane's permanent maintenance records were at that location and she replied they were not.

The digest was e-mailed to her for review on October 27, 2018. She replied on October 29, 2018, at 1338 EDT with, "Mr. Monville: Everything appears accurate. Lisa" The corrected digest was e-mailed to her on October 29, 2018.



# NTSB RECORD OF CONVERSATION

**Lynn Spencer**  
**Air Safety Investigator**  
**Eastern Region**

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**Date: 10/30/2018; 9:20 am**

**Person Interviewed: Edward Gibson, Airframe and Powerplant (A&P) Mechanic**

**NTSB Accident Number: ERA19FA023**

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The following is a summary of a conversation that occurred with the above-named individual:

- Mr. Gibson stated that on the day of the accident, he was in his hangar working with the hangar door closed.
- When working, he monitors UNICOM.
- He did not hear Mr. Rumble make any announcements on UNICOM prior to the accident.
- He stated that he heard an engine at full power, taking off, and then heard the loud crash.



## RECORD OF CONVERSATION

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

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**Date: October 30, 2018**  
**Person Contacted: Thomas M. Iwaszkiewicz**  
**NTSB Accident Number: ERA19FA023**

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### Narrative:

Mr. Thomas "Tom" Iwaszkiewicz sent NTSB an e-mail on October 30, 2018, at 1119 EDT, advising that he had information. He provided a work phone of [REDACTED]. He was called the same day at 1216 EDT, at the same number. His e-mail address is [REDACTED].

At the beginning of the call 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 advised he works for FlightLine Aero/Marine Services, Inc., for the past 18 years, and his title is mechanic's helper. He holds a private pilot certificate and has between 1,500 and 2,000 hours, but is not current. He does not hold an airframe and/or powerplant certificate. He helps Mr. Edward Gibson.

He has known the pilot for about 25 years, and when asked to describe the pilot's upper body strength, he first replied that he would not have a clue, but then offered that recently he seemed weaker/frail, but considered that as a normal part of aging.

He reported that a couple years ago (maintenance record entries indicate January 9, 2017), the engine was installed after overhaul. This was attributed to be from a propeller strike to a runway light. That was caused when the accident pilot pulled onto the runway in front of a landing airplane. It was relayed that the accident pilot either had an issue (operational) with the aircraft's radio, and did not hear the call from the inbound pilot. After the overhauled engine was installed Mr. Gibson test flew the airplane while he was on-board as a passenger. That was his last flight

in the accident airplane. He was asked who would have retracted the gear during that flight and he responded he did not recall.

In the summer of 2017, the accident pilot was flying his airplane from KOB, and Tom recounted how it was busy that day. He (Tom) was on the ramp and noticed the accident pilot on approach to KOB. Another airplane cut in front of Wayne's airplane causing Wayne to perform a go-around. Tom noticed that during the go-around on the downwind leg the gear was down, then when Wayne's airplane was on a long base leg about 1 mile out, the gear did not appear to be down. Tom obtained binoculars and confirmed the gear was not down then ran inside the hangar and informed Wayne on the common traffic advisory frequency that the gear was not extended. He then went outside and observed the airplane on final approach, again the gear was not extended. He again went inside the hangar and informed the pilot "go around landing gear." Wayne performed a go-around and finally extended the landing gear when the flight was near the departure end of the runway. He returned for landing and landed uneventfully. The following morning he decided to have a conversation with Wayne, and asked him what had happened. He reported that Wayne said he did not know. Tom offered that Wayne's reaction times were getting worse with time/age.

Tom indicated that with respect to landing gear retraction, if you stop ½ way during the retraction process, it will be very hard to continue to get the gear up. Rather, it would be better to fully extend the landing gear then attempt in 1 continuous movement to retract the gear.

About 2 weeks ago, Tom reported that Wayne came by the hangar/office and asked if he needed an oil change. They researched the time the airplane had been flown since the last annual inspection and determined an oil change was not needed until the next annual inspection. Wayne had relayed to him that anymore he needed to sit in the airplane and think for a moment what to do next. Tom relayed to Wayne that was not good.

Tom relayed that he had watched Wayne during takeoff, and noted the airplane would be at a higher angle of attack than most other airplanes.

Tom was asked the following questions:

Were there any issues related to the landing gear – He indicated that Wayne had talked about getting rid of the airplane, and maybe getting a Cessna Cardinal (Cessna 177). One of the possible issues was because Wayne's wife was having trouble getting into and out of the airplane. He also attributed the issue to be related to the landing gear, and because Wayne was likely either losing strength or having an issue with his technique, although Wayne never said he was having a problem with the landing gear.

Did Wayne assist with the annual inspection at the last annual – He did not

At the last annual inspection were gear extension and retraction tests done – He indicated that I would have to speak with Mr. Gibson about details concerning the annual inspection, but yes the airplane was placed on jacks, the gear was lubricated, and extension and retraction tests were done.



The digest was e-mailed to him for review on October 30, 2018. He replied verbally with changes on October 30, 2018, at 1500 EDT, that were incorporated into the narrative. The corrected narrative was e-mail to him on October 30, 2018.