



MEMORANDUM FOR RECORD

Stephen Stein
Air Safety Investigator
National Transportation Safety Board
Office of Aviation Safety – Western Pacific Region

NTSB Accident Number: WPR18FA210
Aircraft Registration & Make/Model: N56039; Mooney M20J
Accident Location: Lopez Island, Washington
Accident Date: August 2, 2018

Note: The following interview was documented by the Investigator –In-Charge (IIC), Stephen Stein.

Interview #1 Summary

Dean Riley
Student of Flight Instructor

Interview Date & Time; August 4, 2018; 1243 PT

According to Mr. Riley he learned to fly in 2002 and then stopped training until about 2016, when he started training with the flight instructor. During typical flight lessons, they would do a ground lesson and discuss what they planned to do in flight. The instructor would use a plastic toy airplane to describe the maneuver, which was accompanied by videos and diagrams.

During flight, the instructor would talk Mr. Riley through each incorrect action during maneuvers (i.e. losing altitude, steep angle of bank). The only time the instructor would take the controls is if he was talking about an upcoming maneuver. He recalled that most of their bank angles were on the shallower side and preferred Mr. Riley not to exceed 20° in the airport traffic pattern.

They performed power off landings together on San Juan Island and Friday Harbor. The instructor would reduce power without notice to simulate an engine failure and Mr. Riley would have to configure the airplane to land and shoot an emergency landing. In San Juan Island, the

instructor would let Mr. Riley take the airplane down to 200 ft above ground level and down to 300 ft above ground level at Lopez Island.



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Interview #1 Summary

Helen King

Wife of Accident Pilot/Accident Airplane Owner

Interview Date & Time; August 8, 2018; 0906 PT

According to Ms. King, her husband generally flew alone and did not allow anyone else to fly the accident airplane.

This was the accident pilot's third Mooney airplane. He learned to fly in Cessna aircraft. In recent years since they moved to Washington State from Texas he hadn't flown as frequently as he used to.

Ms. King provided a 72 hours history of the pilot's activities. In the three days that preceded the accident, the pilot's sleep habits were normal and his behavior was normal. He was elated as his cousin had been visiting. On the day of the accident, her husband was in a good mood and energetic.



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Interview #1 Summary

Julia Coleman
Wife of Accident Flight Instructor

Interview Date & Time; August 9, 2018; 1347 PT

According to Ms. Coleman, her husband lost his job at the age of 62 about 2008 and elected to continued flight training that he started in the 1990's. In 2013, Ms. Coleman and her husband moved to Friday Harbor, although her husband was not in Friday Harbor full time until 2014 and had started flight instructing before then.

Ms. Coleman noted that her husband's sleep habits and behavior were normal in the 72 hours leading up to the accident. On the day of the accident, he was scheduled to perform a flight review with the accident pilot at 1400, but the flight was delayed until 1500 for unknown reasons.



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Interview #1 Summary

Mark Franklin
Student of Flight Instructor

Interview Date & Time; August 4, 2018; 1124 PT

According to Mr. Franklin, he last flew with the flight instructor about 6 months prior to the accident and recalled that he was “very safe.” Mr. Franklin had been flying with the flight instructor consistently for about 2 years and then stopped about one year prior to the accident. He flew in the instructor’s Piper Pacer to learn tailwheel. He recalled that the instructor was focused on ground school and making sure Mr. Franklin was familiar with the rules.

During flight lessons, the instructor spent a lot of time on preflight and wanted students do be on the radio as much as possible. During a typical flight, they would go to Falls Bay where they would perform banking turns and hold at 45°. The goal during these exercises was for the student to perform coordinated turns to end up where you wanted to.

On occasion, they would go to Lopez Island Airport (where the accident occurred) to train in an unfamiliar environment. The instructor would suddenly pull throttle near the airport to simulate an engine failure and ask Mr. Franklin where he planned to land. Sometimes he would pull

throttle as low as 1,000 ft, but wouldn't let him apply power until 200 ft above ground level. During one occasion, the instructor pulled power and Mr. Franklin did not setup properly for landing and assumed the instructor would correct him immediately, but took longer than expected as Mr. Franklin assumed the instructor would add power at 300 ft. above ground level, but allowed him to descend to 200 ft. They never did power off landings over Lopez Island Airport.

Mr. Franklin recalled that the instructor wanted you to make corrections on your own and learn from your mistakes and would rarely take over the controls if you made a mistake.

They normally practiced 30° standard rate turns and infrequent turns at 45° turns. If you exceeded the turn rate, the instructor typically would not intervene.



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Interview #1 Summary

Robert Collier
Director of Quality Assurance, Mooney International

Electronic Mail Correspondence Date & Time; January 8, 2020; 1641 PT

Mr. Collier stated that the engine should run normally on the engine-driven fuel pump including during takeoff and landing as the electric boost pump is primarily for priming during engine start or in the event of an in-flight engine failure restart to supply fuel to the engine driven fuel pump.

Interview #1 Summary

Robert Collier
Director of Quality Assurance, Mooney International

Electronic Mail Correspondence Date & Time; January 17, 2020; 0957 PT

During a subsequent correspondence, Mr. Collier stated that after consulting with his Director of Customer Support who oversees the repair station and has more knowledge on older models, he was able to confirm that the engine can be started without the electric boost pump.



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Interview #1 Summary

Robert Shafer

Principal Operations Inspector, Federal Aviation Administration (FAA)

Electronic Mail Correspondence Date & Time; August 8, 2018; 1537 PT

Mr. Shafer was asked by the NTSB IIC for a copy of the flight instructor's FAA test record. The excerpt below is from the FAA.

“The first failure in September of 2012 was for his Flight Instructor certificate (coded 1525) and the deficiencies seemed to be significant in type and quantity. Many of them included basic airmanship issues like checklist and exceeding aircraft limitations. The applicant, Louis Coleman, retested for the instructor certificate two weeks later, in October 2012, and was found satisfactory.

The second failure was in June of 2014. This appears to be Air Taxi initial check so he could fly for a local commercial operator in the San Juan Islands. The records indicate that he passed the oral portion of the exam (coded 1541) but failed the route check (1544) and the flight portion of the annual check (1543) *substantially*. These failures were remarkable both in number of unsatisfactory items, and the fact that most of them were failures in basic airmanship, such as

aircraft control, uncoordinated flight, and inadequate airmanship in traffic patterns. Notably, the records do not show any subsequent tests for commercial operations in Air Operator (Air Taxi).”



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Interview #1 Summary

Tim Kelley
Acquaintance of Flight Instructor

Interview Date & Time; August 4, 2018; 1104 PT

Mr. Kelley stated that he knew the accident flight instructor on a professional basis for about 3 years and had spoken with him about 3pm on the day of the accident. The acquaintance did not observe any abnormalities about the flight instructor's demeanor or appearance during their interaction, which took place for several seconds.



RECORD OF PHONE CONVERSATION

Eleazar Nepomuceno
Aviation Safety Investigator

Date: August 6, 2018
Person Contacted: Alison Moalli (Louis “Lou”
Coleman’s student)
NTSB Accident Number: WPR18FA210

Narrative:

The following is a synopsis of the information provided by Mrs. Alison Moalli in a telephone conversation.

Alison identified Lou as her flight instructor. She received about 70 hours of flight instruction, all based out of Friday Harbor, WA, which took place between August 2016 and July 2018. Alison flew Lou’s PA-20 Pacer for the first two flight hours and the rest in a Piper Cherokee. At the time of the accident, Alison was waiting for Lou at Friday Harbor Airport (FHR) for a flight lesson.

Alison described Lou as a steady and safe oriented instructor. Initially, he was very hands on with the flight controls. As Alison gained confidence, he would lessen his inputs on the controls and increase his verbal corrections. For example, if her turns became too steep, at times, she would feel him apply flight control inputs. She added that Lou expressed importance to have good, stable approaches for landing and to go-around if the landing is not ideal.

She added that Lou focused on her flight skills and to build good habits. Lou did not use his IPAD during any of her flight training but did use it as a note taking device for each flight lesson.



RECORD OF PHONE CONVERSATION

Eleazar Nepomuceno
Aviation Accident Investigator

Date: August 4, 2018
Person Contacted: Mr. David Crain (Louis Coleman's student)
NTSB Accident Number: WPR18FA210

Narrative:

The following is a synopsis of the information provided by Mr. David Crane in a telephone conversation.

David knew Lou through flight instruction. He received about 57 hours of flight instruction, all based out of Friday Harbor, WA, which took place between February 2016 and August 2016. David flew Lou's PA-20 Pacer for all 57 flight hours.

David stated that Lou was a safe, hands off type of CFI. Lou would let David correct his own mistakes through verbal cues. Lou would not closely hover over controls during flight lessons. For example, during steep turns, Lou would verbally cue David to reduce his bank angle if he was approaching a 50° to 55° and added that his bank angle during flight instruction with Lou never exceed 55°. David also highlighted that stall recovery flight lessons took place at 3,500 ft AGL and that Lou always emphasized on base to final turns; to not let yourself get too low but to go around if, about 300 ft AGL, a normal approach flight path was not attained.



RECORD OF PHONE CONVERSATION

Eleazar Nepomuceno
Aviation Safety Investigator

Date: August 4, 2018
**Person Contacted: Mr. Zachary Raymer (Louis “Lou”
Coleman’s student)**
NTSB Accident Number: WPR18FA210

Narrative:

The following is a synopsis of the information provided by Mr. Zachary “Zach” Raymer in a telephone conversation.

Zack identified Lou as his tailwheel endorsement flight instructor. He received about 20 hours of flight instruction, all based out of Friday Harbor, WA, which started about a year ago in July 2017. Zach flew Lou’s PA-20 Pacer for all 20 flight hours.

Zach stated that Lou was safety conscience during flight instruction. Lou would not hover the controls but provide verbal cues for corrections. This was not the case early in the training during tailwheel landings. Lou would apply flight control inputs to prevent Zach from overcorrection. Zach would feel Lou on the controls during these evolutions. Eventually, Zach became more comfortable and Lou’s inputs lessened. The rest of the flight maneuvers were not highlighted by Lou.

The biggest lesson Zach received from Lou was to not be afraid to perform a go around, especially if the airplane bounces twice on the runway.