



MEMORANDUM FOR RECORD

Joshua Young
Air Safety Investigator
Eastern Region Aviation

Date: 10/7/2022
Subject: ERA23FA006, Witness Interview Summary
Contact: Phil Bergeron [REDACTED]

Mr. Bergeron was interviewed in person on October 7, 2022, about 1430 EDT. The IIC, Brian Rayner, conducted the interview. When asked to detail his experience Mr. Bergeron stated that he was sitting in his garage when he heard what he thought was thunder. This seemed odd to him as it was only raining lightly so he went to the back door of his garage to look outside.

Once outside, Mr. Bergeron looked to the south where he believed the noise had originated and heard the airplane go over his house with a "backfire" heard shortly thereafter. He then went to the front door of his garage and could hear the airplane contacting trees. When asked if he had seen the airplane, Mr. Bergeron said he had not, he only heard the airplane. He was asked if the airplane sounded like the others that would fly over his home. Mr. Bergeron stated that "it sounded like it does on TV," and that it sounded like it was right over his house before he heard it striking trees.

Mr. Bergeron then got on his 4-wheeler and began to search for the airplane. He believed he was the first on scene and said the airplane was already on fire when he arrived at the accident site.

Mr. Bergeron was thanked for his time and advised that if anything else was needed he may be contacted again.



MEMORANDUM FOR RECORD

Brian C. Rayner
Senior Air Safety Investigator
Eastern Region

Date: October 25, 2022
Person: Ryan Owens - Witness
NTSB Accident Number: ERA23FA006 Arundel, ME
Subject: Beech A36

Narrative:

Mr. Owens lived about .4 miles from the accident site. He was outside in his yard when his attention was drawn to the airplane's sound. "It was not the normal rhythm of a piston airplane. It would sputter and die out... sputter and die out." He said he looked to the east and saw the airplane at "maybe 200-feet for maybe 10 seconds" before the airplane disappeared behind trees. Moments later he said he "felt the ground shake." Mr. Owens said he did not hear the airplane strike trees or the ground but "felt the ground shake."

"The wings were straight and level and I couldn't say if he was ascending or descending." When asked if the wings were rocking he said, "No."



MEMORANDUM FOR RECORD

Brian C. Rayner
Senior Air Safety Investigator
Eastern Region

Date: October 16, 2023
Person: Aaron Welch – Witness
NTSB Accident Number: ERA23FA006 Arundel, ME
Subject: Beech A36

Narrative:

Mr. Welch was the owner/operator of an excavation business adjacent to property where the accident site was located. He did not witness the flight of the airplane as it passed by, but he was able to hear the airplane and heard the sounds of the engine as it passed his location and the sounds of tree and ground contact.

According to Mr. Welch, he was standing “inside my shop when I heard it coming very low. It didn’t sound good. It wasn’t sputtering but it didn’t sound good. It sounded steady, but it didn’t sound healthy to me.”

“I did not see the airplane. I don’t know that you could see it because of the low clouds, rain, and fog. I heard the crash, but I wasn’t sure at first because we had equipment running.”

Mr. Welch was asked if his buildings had surveillance cameras on them, and he said they did, but that the airplane’s flight path was out of their field of view. He also said the clouds were “in the treetops” and that they wouldn’t have captured the flight regardless.

Mr. Welch said he would review the recordings to see if the sound of the airplane was captured and would reach out if it was.



MEMORANDUM FOR RECORD

Joshua Young
Air Safety Investigator
Eastern Region Aviation

Date: 10/13/2022
Subject: ERA23FA006, Interview with CFI
Contact: Donald P. Saucier [REDACTED]

Mr. Saucier was contacted by phone on October 13, 2022, at 1246 EDT. He was advised of the NTSB's role in an airplane accident and that he had the right to representation, he elected to continue without representation. Mr. Saucier was asked how he knew Mr. Morrison and stated that they first met around 1999 when he was Mr. Morrison's flight instructor during his commercial pilot certificate training. After this he conducted flight reviews for Mr. Morrison and assisted in the training of some of Mr. Morrison's friends and family.

Mr. Saucier stated that Mr. Morrison was in good shape both physically and mentally, noting that the two had a conversation about Mr. Morrison aging, how it would affect his flying, and how he would have to adjust his flying style to fit this.

He stated that Mr. Morrison did not fly down to Florida in 2021 and had his son-in-law fly the plane down. Mr. Saucier was asked about the flight he took with Mr. Morrison following the installation of the Garmin GI 275 Attitude Indicator (AI/ADI) in February, 2022. He stated that the flight was more of a "shakedown" to make sure all the equipment was working properly and to give some guidance as he had time in similar glass cockpit aircraft.

Mr. Saucier said that the GI 275 installed was integrated with a S-TEC 55X autopilot and that during the flight Mr. Morrison was in the left seat flying while he sat in the right seat providing instruction and guidance on the new avionics. When asked if he was programming the avionics while Mr. Morrison flew, he said no, he was showing him how the avionics worked, and that Mr. Morrison was manipulating the avionics. When asked, Mr. Saucier said the autopilot had an approach mode that could be coupled with the Garmin GI 275. He was not completely sure but believed the autopilot mode icon was

displayed on the ADI's display. He then continued to say that after doing some air work while hand flying and with the autopilot to become familiar with the new avionics, Mr. Morrison flew an instrument approach procedure back into Punta Gorda and that completed their flight. Mr. Saucier did mention that during the flight he took notes of some "unusual" features with the Garmin G I275, and that Mr. Morrison took these questions to the installer and was able to get the questions resolved.

Mr. Saucier said their flight was completed under visual conditions, and not in actual or simulated Instrument Meteorological Conditions (IMC). When asked if he had flown IMC with Mr. Morrison, he stated that he had not done an instrument proficiency check (IPC) for him in recent years. He had only conducted flight reviews with Mr. Morrison and was unsure if he had ever conducted an IPC with him. When asked to describe the display on the GI 275 ADI, Mr. Saucier said it had an attitude indicator, airspeed and altimeter "tape" and a slip/skid indicator, similar to the Garmin G1000. He was asked if he recalled there being any sort of annunciation when arriving at a set or "bugged" altitude and he could not.

Mr. Saucier was asked to describe Mr. Morrison's knowledge, skills and abilities to another flight instructor preparing to complete a flight review with Mr. Morrison. Mr. Saucier said that Mr. Morrison performed a good thorough pre-flight and was good with check list usage. He said Mr. Morrison was a "good" VFR pilot and was proficient with Air Traffic Control (ATC) communications. Mr. Saucier added that while in Florida Mr. Morrison flew out of a controlled airfield and was used to ATC communications. Mr. Saucier stated that Mr. Morrison was not proficient flying in clouds and that if the flight review was to be accomplished in IMC, he would tell the other CFI, "You won't be a passenger." He stated that Mr. Morrison flew with an i-Pad. The device was not connected to the airplane's avionics and used for publication reference (instrument approach procedure charts) only.

Mr. Saucier was asked to describe procedural techniques when flying an instrument approach procedure in a similarly equipped airplane. He stated that once he received vectors for the approach, he would set the flaps to the approach position and slow the airplane to about 120 knots. Then, once vectored to the final approach course he would slow to 110 knots. At course and glideslope intercept, he would lower the landing gear and slow to 100 knots. If the runway environment was visible at the missed approach point, he would configure the airplane for landing. If not, he would perform the published missed approach procedure.

Mr. Saucier noted that he had listened to the LiveATC.net recording of the accident and when asked if he was surprised by the pilot's request for repeated instruction, he stated that he was, and it sounded to him as though the pilot was stressed. Mr. Saucier was thanked for his time and the interview was concluded.



MEMORANDUM FOR RECORD

Brian C. Rayner
Senior Air Safety Investigator
Eastern Region

Date: December 8, 2023
Person: Timothy Ouellette – Witness
NTSB Accident Number: ERA23FA006 Arundel, ME
Subject: Beech A36

Narrative:

Mr. Ouellette was the pilot's son-in-law and an officer in the family business. He provided information to support the investigation over time in person, by telephone, and by email.

According to Mr. Ouellette, the pilot went out to "practice instrument approaches" on the day before the accident flight, which was his custom. The pilot did not record the flight in his pilot logbook.

Automatic Dependent Surveillance - Broadcast (ADS-B) and weather data revealed that the airplane departed Biddeford Municipal Airport (B19), Biddeford, Maine, the day before the accident in VFR conditions and flew a series of left and right turns in the area southwest of B19, before the airplane maneuvered out toward the initial approach fix for the RNAV (GPS) Runway 6 approach at B19. An ADS-B ground track depiction of the flight revealed only one track at the end of the flight that approximated the instrument approach procedure.

Once the airplane had reversed course and aligned itself with the inbound course of the approach, the data depicted an unstabilized approach with significant divergences in both airspeed and altitude, which was inconsistent with the use of the autopilot in a rate/descent mode.

According to Mr. Ouellette, the pilot completed the practice flight alone, so it could not be determined if the pilot wore a hood, "foggles," or any vision-restricting device during the practice approach, or some combination of visual flight and instrument cross-check.