



RECORD OF CONVERSATION

Pilot Rated Passenger Statement

Lynn Spencer
Air Safety Investigator
Eastern Region Aviation

Date: April 26, 2022

Person Contacted: Christopher Whitehead (Pilot-rated passenger)

Contact # [REDACTED]

NTSB Accident Number: ERA22LA198

Narrative:

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

Mr. Christopher Whitehead returned my call on April 25, 2022, at 1428 EDT. He provided a phone number of [REDACTED] and an email address of [REDACTED]

Mr. Whitehead stated that he is a single-engine-rated private pilot. He was simply catching a ride home. He stated that immediately after they took off, the airplane started a roll to the right and they veered off the centerline. He said that the pilot, Mr. Lamott, input full left aileron and left rudder to compensate. Mr. Whitehead knew something was not right and they were coming back to the airport. He immediately told Mr. Lamott that he would handle and make the radio calls, so Mr. Lamott could fully focus on flying the aircraft. He then made the radio call that they were doing left closed traffic back to runway 15, to which Mr. Lamott told him, "Negative, we are just trying to get back to the airport property." Mr. Lamott later responded with, "I will tell you when I need more or less left or right thrust . . . give me a little less left thrust" and that is how they maneuvered back to the airport property. Mr. Whitehead was concerned that they could not line up for a normal stable approach to land. Mr. Whitehead started to brief Mr. Lamott about their landing options, briefing that they had an 8,000 ft runway, a taxiway, an unoccupied ramp area, and the grass area between the taxiway and runway. Mr. Lamott stated that they were going for runway 33. Mr. Whitehead made the radio call, which was not an emergency call, and just stated on the radio "that they were returning to land on runway 33, please clear the runway area." As they came into land, he thought Mr. Lamott was going to land "somewhere" on the length of runway 33 rather than try for the 1000 ft markers. He was still holding the left aileron and left rudder and was coming in at a 45° angle to runway 33. Mr. Lamott said, "Can you help me with the left rudder?" and that is how Mr. Whitehead was invited to help with the flight controls. Mr. Whitehead stated that once he realized that he had input full left rudder, he understood that they were in danger. The left rudder was already to the floor, and he was simply helping him hold it there. As they approached the runway Mr. Whitehead thought Mr. Lamott would come in with some right aileron or right rudder to align with the runway, but he didn't. They maintained the same heading. Mr. Whitehead stated that they were maybe 2-3 feet off the ground and had fully crossed the runway when he realized there was no room for Mr. Lamott to align with the runway centerline. Mr. Whitehead braced for impact; they landed straight ahead and the nosewheel fractured when they encountered the grass.

The digest was e-mailed to him for review on April 26, 2022. He replied on April 26, 2022, at 1235 EDT and at 1320 EDT with comments that were incorporated into the narrative. The corrected digest was e-mailed to him on April 27, 2022.



RECORD OF CONVERSATION

Witness Statement

Lynn Spencer
Air Safety Investigator
Eastern Region Aviation

Date: May 3, 2022, 1422 EDT

Person Contacted: Robert Roswell, Director of Maintenance, Turbine Worx

Contact # [REDACTED]

NTSB Accident Number: ERA22LA198

Narrative:

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

Mr. Roswell stated that he told his apprentices not to touch that airplane. There was a rudder bearing that was unseated. Lyndon had asked him a few times to look at it and he refused to touch it. It was painted by people that Lyndon had brought in. He believes that were unlicensed and not in the country legally. They spoke broken English at best. "Smart people stay away from those situations." He stated that his apprentices had taken off the flight controls and he told them not to touch it any further. He told the FAA inspector that he is the only A&P on the airfield and there is no other A&P in Selma.



RECORD OF CONVERSATION

Witness Statement

Lynn Spencer
Air Safety Investigator
Eastern Region Aviation

Date: May 3, 2022, 1348 EDT
Person Contacted: Ron Mays, owner of City Jet/Turbine Worx
Contact # [REDACTED]
NTSB Accident Number: ERA22LA198

Narrative:

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

Mr. Mays stated that his aircraft maintenance operation at Craig Field did no work on the accident airplane. He stated that Mr. Lyndon Lamott (accident pilot) does some contract work for them and used the company's hangar to paint his airplane. "There was no money exchanged," and he "is shocked if we were told otherwise." He stated that his company generally does not deal in general aviation airplanes, although they painted some airplanes as assistance to the airport authority after another vendor, American Plane Painting, took money and did not complete the work. He stated that they did this work at no cost, and "at no point did they paint an airplane belonging to Lyndon." He further explained that Lyndon works for City Jet flying the Embraer 145 as a charter pilot. He explained that he owns City Jet as well as Turbine Worx. He is not a mechanic, he only flies airplanes.

He provided me the name of his director of maintenance, Robert Roswell. He explained that "some contract guys" were called to help Lyndon paint or do the paint work for him. I asked if his apprentices helped paint Lyndon's airplane and he responded, "No, they did not. The guy who Lyndon had painting reached out and asked the apprentices for help, but he would not authorize the apprentices to help him. He provided the name and contact information for one of the apprentices.



RECORD OF CONVERSATION

Witness Statement

Lynn Spencer
Air Safety Investigator
Eastern Region Aviation

Date: May 3, 2022, 1514 EDT
Person Contacted: Logan Hape, Turbine Worx apprentice
Contact # [REDACTED]
NTSB Accident Number: ERA22LA198

Narrative:

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

Mr. Hape stated that Lyndon had asked him to work on his airplane and he told him that he didn't know general aviation airplanes and that he was not licensed. He spoke to his Director of Maintenance (DOM) who said, "No." He stated that Lyndon brought in two people (George and Sonja) from Guyana and they told him that Lyndon hired them and they didn't have a car, so he let them use a golf cart until his DOM told him that they could not use their equipment. He said that they were going to work on the airplane and he told him, "that's your deal and I don't have anything to do with it." He said that the work took place in hangar 205 and they have 3 guys who work in that area painting vans and laboratory service carts, but "Those guys didn't touch the airplane either."

He stated that he never saw George and Sonja the day of the accident because he works out of a different hangar. Lyndon had asked him if he could look at the rudder, which was removed, and he said no. He doesn't know who might have put it back onto the airplane after it was painted. The only people allowed in the hangar were their own paint guys and they (George and Sonja) had their space. According to his colleagues, they never saw anyone put the rudder back on, so he assumes it was out of normal business hours.

Lyndon told him that he took George and Sonja away the night of the accident.