



RECORD OF INTERVIEW

Mitchell Gallo
Aviation Accident Investigator, NTSB IIC
Central Region

Date: October 7, 2019
Person Interviewed: Laura Stants, Flight Instructor, Flight Training Centers, LLC
NTSB Accident Number: CEN20FA002

Narrative:

Laura Stants stated that Daniel Greenwald “briefly” told her of his aviation experience by saying he was a former designated pilot examiner and told her of the types of other airplanes he had flown, but he did not provide how many hours of flight time he had accrued or his experience in the Piper Cheyenne. She said he landed about 1024-1030. She saw a “young line guy” marshal him in when he arrived. She said she saw a fuel truck by N326CW and did not pay attention to its type. She met Mr. Greenwald by the hangar, and he was “cheerful,” and he told her how much he loved his job flying. She said that when she arrived in her vehicle to meet Mr. Greenwald, he was walking between the fuel truck that was parked by N326CW and her vehicle. She had never met Mr. Greenwald prior to the day of the accident. She and Robert Davis had used other instructors from In Flight Review for their Piper PA-42 Cheyenne recurrent training in previous years. They went back to the hangar and started training “right away,” about 1045. During training, she did the walk around of their Piper Cheyenne with Mr. Davis during which Mr. Greenwald asked “poignant questions” of them regarding the various Piper Cheyenne models. She said the training material used by Mr. Greenwald was “mostly” from the Piper Cheyenne flight manual. He had a DVD and had a tablet from which he “pulled out” questions. She said he was departed about 1630, but she did not look at the clock. He said he was going home to Tampa and was “very chipper.” She dropped him off at N326CW and saw him visually looked into the fuel tanks. She drove off and did not stay for his preflight. She said nobody else was around N326CW when she dropped Mr. Greenwald off at N326CW for departure. She said Mr. Greenwald told her that N326CW was owned by someone else, it was “new to the guy,” and Mr. Greenwald was “going to put some hours on it.” She did not know the relationship between the owner of N326CW and Mr. Greenwald. She thought Mr. Greenwald was going to provide airplane training to the owner of N326CW, but she was not “positive he said that.” She said during ground training, they went over the Piper Cheyenne systems, gear emergencies, and the fuel system. She said that Mr. Greenwald asked them about the use of 100 low lead fuel in the

Piper Cheyenne. He also covered icing systems and emergency procedures. She said the flight portion of training was a flight review and instrument proficiency check that was about an hour in duration. She said they performed a single-engine out on takeoff, a short field takeoff, stalls, and accelerated stalls. She said they did a VMC demonstration "all the way to loss of control." She said they did not perform a dual engine out to landing. They performed holds, autopilot instrument approaches, and hand flown instrument approaches. She said the Mr. Greenwald was seated in the right seat of the airplane the entire time of the training flight and that she and Mr. Davis took turns flying from the right seat of the Piper Cheyenne. She said that Mr. Davis has used In Flight Review for training since 2010. She has been flying with Mr. Davis for about 4 years. She said she is a flight instructor and a Part 91 contract pilot on a Cessna 340 and Piper Cheyenne airplanes.

Taken by:

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