

INSPECTOR STATEMENT	
N99640 Aircraft and Pilot Inspection/interview	NAME: Michael Anthony "Tony" Roberts, expired Student certificate [REDACTED]
Inspector Name: Thomas S. Palmer	Work Address: [REDACTED] [REDACTED]
Work Phone: [REDACTED]	
Signature: Thomas Stetson Palmer	Date: 3/9/2022

On 3/2/2022 1325-1604 Alaska local time, Inspectors Thomas Palmer and Robert Mark Griffin of Anchorage Flight Standards met Mr. Michael Anthony "Tony" Roberts at a green hangar located at approximately [REDACTED]

[REDACTED] The aircraft had been moved from the accident site to exterior parking area in front of this hangar via forklift, and was stored outdoors until inspection.

Mr. Roberts verbally identified himself by stating his full name since he didn't have any identification on his person. The inspectors presented FAA credentials and then presented him with a Compliance Brochure, which stated the reason for the investigation. Roberts took some time to read the brochure and stated he had no questions.

Roberts failed to present to inspectors: a pilot certificate, medical certificate, airworthiness certificate, aircraft registration, recent airframe logbooks, nor any pilot records to reflect he was qualified to operate an aircraft. Mr. Roberts could only present the N99640 airframe logbook which contained entries from before the July 2021 accident (prior to Roberts' purchasing the aircraft from Jack Martin), and the current engine (which was not the one during the July 2021 accident). Roberts allowed a full and thorough inspection of the aircraft, helped with mechanical work to aid the inspection, and appeared to cooperate and answer questions, [REDACTED]

Roberts stated that the configuration of the aircraft had not been changed since the accident, except that some items had been stolen from the aircraft after the accident. Roberts claimed items stolen by the crowd of onlookers included a satellite phone, GPS mount, ELT antenna, the Airworthiness and registration certificates, as well as a notebook that contained his pilot logbook, and a notebook that contained his mechanical entries from when he fully rebuilt the aircraft. Roberts stated that Trooper Scott Lanier took pictures of the Airworthiness, registration, medical etc. A follow up call on 3/2/2022 1700L with Trooper Lanier confirmed

that Lanier only saw, and took a picture of, Roberts' medical denial letter. Lanier disputed that anything was stolen from the aircraft while he was on scene.

Roberts stated when questioned twice, that he, and he alone, did all of the repair/rebuilding work after the aircraft was wrecked in July of 2021. He stated he purchased the wrecked aircraft from Jack Martin in approximately August 2021 through a cash transaction. Roberts stated his friend Jim Stanley was helping him update the registration paperwork. The Make/model listed in FAA databases is PA-18-135. Roberts claimed the aircraft was "experimental", however, FAA records still reflect it as a certified aircraft. The aircraft appeared to have a 180HP engine installed.

Roberts stated he had approximately ½ a tank of fuel in each the left and right fuel tanks at the start of the test flight. Roberts stated he installed a Maule fuel selector which had a Both, L, R, and off position. Roberts claimed that although he had written "Both" with a sharpie on the sidewall panel, the position was correctly labeled. Roberts stated that he had removed the rear fuel header tank because he installed the fuel selector with a "both" setting. He stated the front header tank was still installed and was connected to the Left fuel tank.

Roberts stated the engine was one he purchased in 2018 and kept in dry storage until he installed it recently. The tachometer indicated 3,542.20 hours. Roberts stated he sumped the fuel prior to takeoff, and only uses 100LL AVGAS. He stated he installed experimental parts such as: extended flaps (no known manufacturer, flaps he bought from "some guy" who extended normal flaps), the Javron Angle of Incidence kit, hydrosorber landing gear shocks, and leading edge slats made by Carbon Concepts.

When questioned about Roberts' flying experience, he remarked "I'm embarrassed to say, I probably have 15, 20, or 30,000 hours". He was unsure how many flight hours he had in the last 90 days or the last year. He stated he did not have a flight review in the last couple of years. He stated that he uses Dr. Trumley of Humana Hospital for his physicals. Roberts was aware that he was required to have a valid pilot certificate and medical certificate prior to conducting flight operations. Roberts stated he flew about a month ago with his friend Cole George, in Cole's plane. Roberts stated he only flies with other pilots and doesn't carry passengers.

When asked about the sequence of events leading up to the crash, Roberts stated that he took off and then the aircraft engine began to run rough, he switched the fuel selector from both, to left, then right, and then back to both, turned on the carb heat, and then it was "coming down." He stated he realized he couldn't turn around and then landed straight ahead. Roberts thought that he had a stuck valve which caused the rough running engine.

Roberts stated he was never paid to work on, or fly planes. Roberts stated his current mailing address is [REDACTED], and that he didn't know his current physical address as he was staying with a friend.

The inspection ended amicably and this inspector and Inspector Griffin thanked Mr. Roberts for his cooperation and let him know we'd probably have follow up questions at a later date.

On 3/4/2022 at approximately 1513 -1543L, this inspector had a speaker phone call with Roberts and Inspector Griffin while Inspector Griffin and Inspector Peck were finishing their follow up aircraft inspection. Roberts was asked about the sequence of events leading up to the accident. He stated he used the Wolf Lake airport fuel pumps and added 5-6 gallons to the L tank, and 4 gallons to the right which resulted in approx ½ tank in each tank. His plan was to do the test flight in the local traffic pattern.

Roberts stated that he sat on the taxiway for about 15 minutes letting the engine warm up, he checked the magnetos, carb heat, cycled the fuel selector from Both, L, R, Both with no problems noted. He waited for the CHT to be above 100F and the CHT to be above 300F. He did a runup to only 1,500 RPM due to the slippery ground conditions. He stated he made a radio call and started his takeoff from taxiway D due to people walking on the taxiways preventing him from back taxiing to use the full length of the runway. Roberts stated the engine developed 2650-2700 RPM during the takeoff. Roberts stated that at about 100 feet in the air, the engine began to run really rough and shake, he put on the carb heat, switched from Both, to L, then R, then back to Both. Roberts stated that he had to reduce the throttle due to the intense shaking. He stated he thought the engine would break the engine mounts if he didn't retard the throttle to idle.

After retarding the throttle, the plane was "coming down" and he hit the burn barrel short of the final resting place of the aircraft against the hangar. When questioned, he didn't think the engine actually failed to operate, but thought it was necessary for him to pull the throttle to idle to stop the bad shaking. He had the flaps set to the first notch and didn't change the flaps from takeoff all the way to the impact site.

Roberts claimed that he had to walk away from the accident site for about 20 minutes, and during that time he believes his satellite phone, GPS mount, ELT antenna, and the airworthiness certificate were taken. He stated there were about 20 people around the wrecked aircraft.

When asked if there was a particular reason he didn't have a pilot certificate or medical certificate, he simply stated "I don't know." When asked if he's ever been cited before for flying without a pilot certificate, he stated "I don't recall."

This inspector thanked him for his cooperation and continued the phone call with Inspector Griffin. ///////////////End of Statement//////////