



RECORD OF CONVERSATION

Jennifer S. Rodi
Aviation Accident Investigator
Central Region

Person Contacted: David Benningfield
NTSB Accident Number: CEN12LA094

Narrative:

During a telephone conversation, Mr. Benningfield discussed his examination of the accident airplane and the reported accident sequence.

The pilot reported that while on approach, he added power to adjust his approach path and the engine did not respond. The pilot aimed the airplane for a field and impacted a wire during the forced landing.

The right wing strut was pushed into the fuselage, the fuselage was buckled, the right main landing gear was bent, and the cowlings were wrinkled. Further examination of the airplane revealed that caps were present on the fuel tank vent lines. When the caps were removed, pressure release and air movement could be heard from the tanks. The fuel tanks contained plenty of fuel. The airplane was otherwise very well maintained and no other mechanical anomalies, malfunctions, or failures were noted which would have contributed to the accident.

The pilot reported that he had placed the caps on the fuel vent lines to keep insects out of the lines and the fuel tanks. He forgot to remove them during his preflight inspection.