



RECORD OF CONVERSATION

Pam Sullivan
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Central Region

Date: February 11, 2014
Person Contacted: Keith Hoyle
NTSB Accident Number: CEN14LA002

Narrative:

The day started out as a “normal” day. There was a light wind from the south and low clouds in the morning which burned off by mid-day.

He checked the oil and fuel level and topped the fuel during the preflight.

He normally climbs to an altitude between 10,000 and 10,500 for the jumpers to get out. That is what he did on the day of the accident. He made one run, dropped off jumpers, landed, picked up more jumpers, and the accident occurred during the second flight of the day.

The airplane was fueled with 30 gallons of fuel prior to the first flight. Each flight takes about 15 minutes and the airplane uses 5 to 6 gallons per flight. He usually refuels the airplane every 2 or 3 flights.

The airplane performed good during the previous flight.

He climbed to an altitude between 10,000 and 10,500 where the jumpers got out. He then closed the door, adjusted the propeller, mixture and throttle, and applied carburetor heat. He stated that he then spiraled down using roughly a 500 fpm descent rate. He stated he never felt a need to beat the jumpers to the ground and he liked to stay above the jumpers so he can watch them and make sure they were ok. He had the power pulled back and the carburetor heat on during the descent. He removed the carburetor heat following the descent.

He was on final approach and had slowed the airplane to extend the flaps. He advanced the throttle and did not get a corresponding increase in engine power. He pulled the throttle out and pushed it back in about an inch and was able to get a little power. He then switched fuel tanks

with no change in the engine power. He stated he applied carburetor heat and within seconds, the engine lost all power.

Because he was low and slow at this time he had to make a quick decision on where he was going to land. He stated there was a road and a house directly in front of him so going straight wasn't an option. There were two fields to the left, one with cows in it and the other without cows. He made a 30 degree left heading change and headed for the field with no cows. There was a barb wire fence at the edge of the field and he thought he was going to be able to clear the fence, but the nose wheel caught the wire fence. The airplane nosed down, impacted the ground and flipped inverted.