



**National Transportation Safety Board**

**Office of Aviation Safety – Central Region**

**Interview Summary: Jack Goodman, Pilot/Owner – CEN15LA015**

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**Date: May 7, 2015**

**Location: Telephone Call**

**Interviewers: Courtney Liedler, NTSB IIC**

During the Interview, Mr. Goodman stated the following:

He explained he conducted oil changes on the accident airplane every 25 hours. He did not experience anything remarkable during preflight the day of the accident. The ground run-up showed no indications of an oil or manifold pressure issue. He stated no maintenance was completed the day of the accident nor any of the preceding days. The only previous maintenance completed was about a month prior to replace the electric fuel boost pump. He had it replaced because he was not getting as much pressure as he believed he should be during start-up. There were no issues during the replacement of the pump.

He recalled an issue during start up sometime about the same time the boost pump was replaced. He said when he tried to start the engine it only started for ¼ turn of the propeller before stopping. He tried to start the engine again but was unable and said he thought maybe the battery was bad. A couple days later he returned with a battery charger to try to start the engine. Before connecting the battery charger, he tried to start the engine, it started and ran up fine. He had not replaced the battery or starter.

He also added that on the day of the accident he was climbing 500-600 feet per minute when the oil door flew open and he saw smoke. At first, he thought maybe it was an electrical fire. But when he saw the loss in manifold he thought maybe a hose became disconnected or the oil cap came loose. After landing he checked the oil cap and saw it was secure. He said he was glad to see it, that he did not do something stupid.