

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 10:00 AM	DATE 11/04/2015
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION William Simon		ROUTING	
		SYMBOL	INITIALS
Trey Willis			
Bentonville Municipal Airport (KVBT)			
SUBJECT Aircraft Accident N857SW			
DIGEST Inspector Nicholas Cusimano with the Little Rock FSDO of the FAA conducted an interview of the pilot in command William Simon and the front passenger Trey Willis who is also a CFI, concerning the events that led to an accident in Fayetteville, AR on 11/3/2015. Mr. Simon stated that he did a proper preflight and that Mr. Willis also checked the aircraft prior to flight. It was noted that the aircraft had a little under 7 quarts of oil during the preflight inspection. The takeoff and climb was uneventful, and they were on an IFR flight plan to KACT. While leveling off at the planned altitude of 10,000, the throttle was still in max power, an amber caution message came on indicating low oil pressure. Mr. Simon requested that they receive vectors from Razorback ATC to return to the nearest airport which was Fayetteville Executive (KFYV). After approximately four minutes the amber oil pressure caution message turned into a red warning message indicating that the oil pressure had dropped under 10 PSI. Mr. Willis noted that the indicator was showing between 3 and 5 PSI and the engine was no longer producing power. Razorback ATC was instructing the aircraft to descend for landing and vectoring them to the north for a landing on Runway 16 at KFYV. The aircraft was slowly descending down past the 3300 feet that was assigned by ATC. ATC requested that they climb to avoid terrain in the area and to stay above minimum.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 11/04/2015	TITLE Nicholas J. Cusimano ASI	SIGNATURE 	

DIGEST (CONT)

vectoring altitude. At this time Mr. Willis notified ATC that they were unable to maintain that altitude and ATC declared an emergency for the aircraft. According to Mr. Simon on about a three (3) mile final to runway 16, Instrument Meteorological Conditions still existed, and the pilots were unable to identify the airport or runway. As the aircraft slowed to 80 knots and the stall horn started activating, the aircraft was only about 1000 feet AGL. The minimum altitude to deploy the Cirrus CAPS is 600 feet AGL. The aircraft was still descending and Mr. Simon believed that the prop was windmilling. Mr. Simon was unsure if the engine actually stopped. The decision was made to deploy the CAPS and the proper checklist was followed for deployment. After the parachute was deployed the engine was secured and preparation for the landing was made. Mr. Willis and Mr. Simon stated that the touchdown was very firm and it was at that time that the airbags deployed. They were unaware that they impacted a truck upon landing. The pilot logbook of Mr. Simon was verified by visual inspection. His last Cirrus recurrent training was completed 6/2/2015. Mr. Simon's last Instrument Proficiency Check and flight review was completed 8/19/15. Photographs were taken of the aircraft maintenance logbooks to include the airframe, engine, and propeller. The last maintenance entry was a 50 hour inspection/ oil change that was completed 9/30/2015 and 232.4 hours on the flight meter. There was no mention of complying with Continental Motors CSB15-2A regarding the oil cooler cross fitting replacement.