



NATIONAL TRANSPORTATION SAFETY BOARD

Central Region

Record of Telephone Conversation

Person Interviewed: James Guinn, Jr., Pilot

Date: February 18, 2016

Subject: – CEN16LA107

The purpose of the flight was to fly to College Station to visit family. They departed Graham, TX (RPH) and flew to Arlington, TX (GKY) (30 minute flight) to pick up his mother. They then departed for College Station, Easterwood Airport (CLL) which was to be a 50 minute flight. He received flight following for the flight from GKY to CLL. He stated the airplane was topped off with fuel when they left Graham.

The flight was normal and the weather was good. Houston approach advised him to contact CLL tower when he was about 14 miles out from CLL. He contacted the tower and provided a position report. He was then cleared to land. Smoke began to enter the cockpit. He believes the smoke was coming from under the instrument panel, but his electrical system continued to work. One of the passengers reported that it smelled like rubber burning. The smoke did not prevent him from seeing the instrument panel. He informed the tower of the situation and asked for a closer airport at which to land. He was informed that the closest airport was 9 miles away. The engine then lost power and the propeller stopped turning. He tried to restart the engine, to no avail. He realized he was not going to make it to the alternate airport so he chose a field in which to land. He trimmed the airplane and lowered the landing gear. He made sure the passengers had their seat belts on. The airplane clipped trees just prior to the pasture and the airplane descended into the trees. Mr. Guinn estimated it was about 2 minutes from the time he initially saw the smoke until the airplane impacted the ground.

His wife was in the front right seat and his mother was in one of the rear passenger seats. His wife was able to open the right window and she crawled out of that. He crawled over the passenger seat and also exited the right side of the airplane. He had a cut on his head which required stitches. His wife, who was in the right seat, suffered a broken collarbone and broken ribs. His mother, who was in the back seat, was not injured.

Mr. Guinn stated that he was wearing a good noise canceling headset and that his wife also wore a noise canceling headset, but it wasn't as good as his. He stated that after the accident his wife told him that both she and the rear seat passenger heard a popping noise just prior to noticing the smoke.

Mr. Guinn stated there was fuel coming out of the right wing and they got fuel on themselves as they exited the airplane. He also stated that there was some type of fluid that got on his legs prior to him being able to exit the airplane.

The airplane had its last annual inspection on January 6th, 2016 and he believes he has flown about 11 hours since that inspection. He did not have the aircraft records with him, but they were at his home. The engine had about 850 hours on it when he purchased the airplane and he had flown it about 100 hours since the purchase.

Pamela S Sullivan
National Transportation Safety Board
Air Safety Investigator



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Record of Telephone Conversation

Person Interviewed: Carl Thomas, FAA Inspector

Date: February 16, 2016

Subject: – CEN16LA107

He and Inspector Robert McGee responded to the accident site.

The airplane was in a wooded area on private property belonging to a cattle ranch. The airplane was its right side. The right wing was partially separated from the fuselage and on the ground. The left wing was sticking up in the air.

Inspector McGee was able to enter the cockpit. He did not smell any lingering smoke odor. The fuel selector was positioned on the left tank.

The right fuel tank was empty. They were not able to check the fuel supply in the left wing due to its position sticking up in the air. There was no smell of fuel at the accident site. They opened the flow divider on the engine and there was only a drop of two of fuel in it.

Pamela S Sullivan
National Transportation Safety Board
Air Safety Investigator



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Record of Telephone Conversation

Person Interviewed: Carl Thomas, FAA Inspector

Date: February 22, 2016

Subject: – CEN16LA107

The airplane was recovered by Lone Star retrieval on Saturday February 20th. He was present during the recovery. The airplane was being taken to ASOD.

There was fuel in the gascolator, but there was not fuel in either of the wing tanks and there was no smell of fuel in the area of the accident site. He didn't see any evidence of smoke in the cockpit, nor did he notice any burned wiring under the instrument panel.

The cabin pressurization switch was in the on position.

There was a hole in the bottom of the oil pan from impact damage. He didn't notice any other holes in the crankcase.

The tach time was 1402.3 and the Hobbs meter showed 278.9.

Pamela S Sullivan

National Transportation Safety Board

Air Safety Investigator



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Record of Telephone Conversation

Person Interviewed: Will Butler – Graham Airport

Date: February 22, 2016

Subject: – CEN16LA107

Mr. Butler works at the Graham Airport. He stated that he was the one who fueled N732FU on the day of the accident and that the amount of fuel that he put in topped off the fuel tanks.

Pamela S Sullivan
National Transportation Safety Board
Air Safety Investigator



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Record of Telephone Conversation

Person Interviewed: Trooper Langehenning

Date: February 17, 2016

Subject: – CEN16LA107

He was one of the first responders to the accident site. He stated he did not notice any fuel leaking from the airplane when he arrived. He stated there was a faint odor of fuel near the engine, but he did not notice a strong odor of fuel anywhere else around the wreckage.

He went to the hospital and spoke with the pilot. The pilot told him there was smoke in the cockpit, then some type of alarm went off and the propeller stopped turning.

The pilot had a head injury. He wasn't sure about the injuries to the other occupants, but thought they were just bruised.

Pamela S Sullivan

National Transportation Safety Board

Air Safety Investigator