



MEMORANDUM OF CONVERSATION

NTSB Accident Number: CEN16LA119

Location: Casey, Illinois

Accident Date: February 27, 2016

Memorandum of telephone conversation with Ms. Stephanie V. Williams, FAA Principal Maintenance Inspector, Springfield, Illinois, Flight Standards District Office, on March 11, 2016.

Ms. Williams said that the pilot reported to Air Traffic Control (ATC) that he was having difficulty visually locating the airport and had to ask them for vectors to the airport twice. After finally locating the airport, the pilot, in his written statement, reported that he entered that traffic pattern on the crosswind leg and extended his downwind leg because of the excessive speed. He set the mixture and throttles controls for landing and extended flaps to the approach setting abeam the threshold for runway 04. The pilot reported that at that time the right engine "sputtered". The pilot said he immediately checked the throttle levers and advanced the mixtures to full forward. As he turned onto the base leg, the right engine lost power. He continued the landing pattern making a turn onto final approach. As he was making the turn, the left engine "sputtered and then shut down." He extended flaps to the final setting, lowered the landing gear, and pushed the airplane's nose over to make the runway. The pilot said that he "flared then bounced, floated and bounced again. I saw a ditch at the end of the runway so I flew over it and the perimeter road, touching down in a plowed field. The gear caught in the rough ground and all three struts collapsed."

Ms. Williams said that her and another inspector from the Springfield FSDO traveled to the scene and conducted an examination of the airport and the airplane. The taxiway that paralleled runway 04 on the Casey Municipal Airport showed tire marks that went off the taxiway into the adjacent field where the taxiway curved toward the runway. Two taxiway lights were found broken along what would have been the airplane's path. The tire marks ended and then were seen again in a plowed and muddy field just beyond the airport perimeter road. The tire marks continued for about 1,500 ft to where the airplane came to rest.

An examination of the airplane showed the nose gear and right main landing gear collapsed. The left main gear was bent and broken outboard of the wheel well. The airplane's right wing spar was bent upward outboard of the aileron and the forward fuselage bulkheads at the nose wheel well showed upward crushing and bending. Both propellers were feathered and the propeller controls were in the feather position. There was no fuel in the left main tank or left auxiliary tank. The right main tank was full of fuel. The right auxiliary fuel tank was partially full, with a fuel level about an inch from the bottom of the tank. Both fuel selectors were on the respective left and right main fuel tanks positions. No anomalies were found with the airplane's systems at the scene.