



Record of Communications

Jim Silliman
Air Safety Investigator
Central Region

Date: June 2016

Person Contacted: Kansas City FSDO Inspectors: William Taylor and David Wood
NTSB Accident Number: CEN16LA222

Narrative:

The aircraft, N150U, had crashed into a wooded area and sustained significant damage to the aircraft structure. The aircraft fuselage inverted in a clearing. The aircraft had separated from its wings and was lying adjacent to the wing structure which consisted of the left wing and the wing mounting structure. The right wing of the aircraft had separated from the wing structure and was lying approximately 50 feet south of the aircraft and the left wing and mounting structure. The main landing gear were still mounted to the underwing structure and were in the retracted position.

The forward cockpit had sustained significant damage. The pilot seat was intact, but broken from its mount with the seatbelts intact. The instrument panel was broken up and had evidence of human contact to its surfaces. The majority of the instrument gauge glass was broken, switches crushed, and all circuit breakers pushed in (not popped). The fuel selector was set to the 20-gallon reserve setting. The flaps were locked, the throttle was full open, the mixture was full rich, and the RPM setting was in the mid position between increase and decrease. The rear cockpit had minor damage to the structure surrounding the occupant. The seat was intact on its mount and the seatbelts were also intact.

The cockpit glass on the entire cockpit was broken.

The aircraft engine cowling was severely damaged. The propeller blades were bent aft and had minimal chordwise scratching or leading edge nicks or gouges.

The debris field extended approximately 300 feet south of the aircraft final resting place. The first sign of evidence of contact with the trees by the aircraft was 325 feet south of the aircraft final resting place. There was a strong odor of fuel and oil in the immediate area of the aircraft fuselage.

The engine fuel filter assembly was examined. The filter had minor debris, but nothing out of the ordinary. The electric fuel pump was manually operated (manually turning the shaft). The fuel pump operated properly, moving the residual fuel it contained from one side of the pump to the other.

The FAA interviewed the pilot while he was in the hospital. The pilot said that he put on about 35 gallons of fuel on the airplane before departure. He stated that he did not fly aerobatics during the flight before the accident. He did not remember anything else about the accident.

The FAA interviewed the passenger at his home. He stated that he remembered flying around out in the country and the next thing he knew he was standing outside of the airplane wreckage. He stated that the pilot did not perform any aerobatics during the flight. He did not remember the accident.