



NATIONAL TRANSPORTATION SAFETY BOARD

Central Region

Record of Telephone Conversation

Person Interviewed: Larry Knipper - Pilot

Date: June 29, 2016

Subject: – CEN16LA235

He was flying skydivers most of the day.

The airplane was fueled with 30.2 gallons of fuel and he made 4 jump loads. He averaged 6 gallons per load so he should have had about 6 gallons on board.

Climbed to 11,000 ft for the jumpers to exit.

When making his last landing approach on runway 16, he realized that the wind had shifted from the south to the north. Estimated the winds were 7 – 10 knots from the north. He performed a go-around from an altitude of about 200 feet agl. He stated that there appeared to be a little surge of power then no power when he applied the throttle. The propeller continued to turn and there wasn't any sputtering of the engine. There just wasn't enough power. There was a tree line to the south so he turned to the right toward a corn field. Just above the corn, he leveled the wings and flared the airplane.

He had full flaps extended for the landing and he raised them 10 degrees so they were at 30 degrees. He used carb heat during the landing approach and he removed the carb heat during the go-around.

After the accident the airplane came to rest with the left wing higher than the right wing. They drained about 7 gallons of fuel out of the right wing. He suspects that the fuel in the left wing drained through into the right. Not sure if there is still any fuel in the left wing.

He stated he makes a rapid descent after dropping off the skydivers. With the low amount of fuel on board, there may have been fuel starvation for some reason.

Pamela S Sullivan
National Transportation Safety Board
Air Safety Investigator



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Person Interviewed: Vic Liberatore - FAA

Date: June 29, 2016

Subject: – CEN16LA235

Inspector Liberatore looked at the airplane on June 28th.

The airplane was being used as a jump plane.

Engine seems free although he wasn't able to turn it completely though because of the location of the airplane.

There was fuel in the carburetor bowl when he removed the plug.

The pilot was draining the fuel into 2 5-gallon plastic buckets when he arrived. One bucket contained about 4 gallons and the other contained about 3 gallons. Looked possibly like an auto fuel mix.

The glass gascolator bowl appeared to be empty.

The nose and main gears were snapped off. The propeller was damaged.

Pamela S Sullivan

National Transportation Safety Board

Air Safety Investigator