



RECORD OF INTERVIEW

Joshua Lindberg
Air Safety Investigator
Central Region

Date: 8/8/2016
Interviewed by: Darren Pittacora, NTX FSDO
Person Interviewed: David Byrom, accident pilot
NTSB Accident Number: CEN16LA270

David explained what happened leading up to and including the accident.

David stated he landed at the airport to pick up passengers and checked the fuel level and then left shortly after arrival. He completed the checklist which includes a fuel pump check. The low pressure light illuminated as required during the check and there were no abnormal observations during the preflight checklist. In addition, David stated all of the engine indications were normal prior to takeoff with no abnormal indications.

David stated he taxied out for departure and departed normally. About 300-500 feet he observed the "avionics" shut down, including the Engine Indication system, followed by the engine shutting down. The engine lost power while he was raising the flaps. I asked David if the propeller stopped or was it still turning to which he replied the propeller was still turning but he had no power. An interesting note, David stated one of the passengers said he heard the engine coming back just prior to hitting the ground. David stated he didn't remember if the engine completely shut off since he was concentrating on flying the airplane.

I asked David if he pulled the knob for the supercharger valve to which he stated he had checked the buses for power and tried to increase power with the throttle. If he had pulled the knob it took place way too late to stop the airplane from impacting the field.

One area of concern is the fact the STC holder for the supercharger requires operators of aircraft modified with their STC to have some kind of training on emergency procedures in the event of electrical power loss. I asked David if he had ever been briefed on the procedures to which he stated that no he had not.

End of interview.