



RECORD OF CONVERSATION

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Central Region

Date: 8/30/2016
Person Contacted: Otis Pritchett – previous airplane owner
NTSB Accident Number: CEN16LA339

Narrative: In a telephone conversation with Mr. Pritchett, he stated the following:

- Dan Halley, LBR airport manager, notified him of the accident and they responded to the scene
- The pilot had owned the airplane for about 1 year
- He heard the pilot went to Paris, TX to take 1-2 lessons in a tailwheel airplane from an instructor
- The pilot had never taken flight lessons at LBR
- This was the pilots second flight in the accident airplane
- The first flight was at LBR in the pattern when the pilot landed hard and ran off into the grass
- Before these flights the pilot had only taxied the airplane around the airport and never ran the engine above high idle speed
- This engine needed to be run to full power every so often to avoid the spark plugs fowling and building carbon deposits
- When Mr. Pritchett owned this airplane for about 6 months, he only did maintenance and never actually flew the airplane. He replaced the cylinders and did a lot of other maintenance work. He and Dan Halley did all of the work. Dan is an A&P-IA
- On the day of the accident the pilot told him at he was at 1,700 ft agl when he lost engine power
- The RPM got down to 900 which is low. The propeller was probably wind milling at that speed
- The pilot circled above the field, he had to clear some trees during the approach and then landed hard
- After the accident he noticed the fuel selector was OFF and the magneto position was ON
- The fuel tank behind the seat was about ½ full and the header tank was full

- He stated that the fuel lines were not down by the seats rails. They were zip tied on the frame next to the seat leading to the tanks. They should not have been in contact with the seat at all
- He stated that the accident was probably due to pilot error and the pilot should not have been flying the airplane because of his lack of experience

End of conversation