



RECORD OF CONVERSATION

Jason Aguilera
Senior Air Safety Investigator
Central Region

Date: 6/16/2017
Person: David Johnson, MCI FSDO
NTSB Accident Number: CEN17LA206

FAA Inspector David Johnson responded to the accident scene of N6165 an experimental Nieuport 28. He initially reported the following:

- The accident flight was the first flight of the airplane.
- When the airplane was about 30-50 ft in the air the engine began to run rough.
- The pilot pulled the power to land on the runway, touched down hard, the gear collapsed and the airplane nosed over.
- There was substantial damage to the vertical stabilizer and the rudder.
- The pilot stated that he had gotten a load of "bad" gas last fall, but had drained it all out.

The pilot later provided the following statement to the FAA:

He ground-ran the aircraft for about 1.5 hours a couple of days before the accident, with no defects found. He stated that he took off with approximately 18 gallons of fuel. At approximately 50' AGL, the engine "sagged". He pulled the mixture and performed a straight-forward landing on the remaining runway. He further stated that the landing was very rough, resulting in damaged landing gear and the aircraft "gently nosing over".

After inspection of the engine, the FAA found the following:

An inspection of the engine revealed several air leaks on the induction system, including a crack on the vacuum take-off port cap on the carburetor and the left-hand induction manifold adapter (rubber). Fuel was present in the tank and sump assemblies, in the firewall gascolator, and in the carburetor fuel screen assembly. Engine control continuity was confirmed.

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