

Inspector Statement Regarding Cessna P210, N3896P

On June 25, 2018 I was contacted by Todd Fox, NTSB, and asked to contact the West Memphis, AR (AWM) airport and obtain fueling info and copies of the receipts.

I contacted the FBO at AWM and was transferred to the supervisor Mr. Edwin Dawsey, he stated that N3869P did get fuel at their location yesterday and stated that the aircraft was topped off with 60 gallons of fuel. Mr. Dawsey also stated they would take a fuel sample from the truck before they took on a new load.

I passed this information onto Todd Fox and he asked me to find out if they left some air space at the top of the tanks? If yes, how much?

I again contacted Mr. Dawsey, and he stated that he would have to check with his weekend guy and call me back.

Mr. Dawsey called back a short time later and told me that the weekend guy said the pilot ordered 30 gallons a side. After fueling the tanks the right tank was about 1/4" down and the left tank was down 1 - 2".

This information was passed on to Investigator Fox when received.



Richard D. Anderson Jr.
Supervisory Inspector
EMI FSDO GL-23

Inspector Statement Regarding Cessna P210, N3896P

On June 27, 2018 Mr. Randy Wahlberg, mechanic at Pearland Regional Airport, Pearland, Texas, returned my phone call regarding Cessna P210N, N3896P owned by Mr. Gregory Boaz.

Mr. Wahlberg stated that he met Greg (Boaz) about 3 weeks ago, and that Greg was new to the plane. He stated that Greg asked him to look at his dipstick because it wouldn't seat right. Mr. Wahlberg stated that when he pulled the oil filler cap off there was only about 2 inches of the dipstick attached, and he was able to pull about 3" of broken dipstick out of the tube.

Mr. Wahlberg then got a borescope and looked down the tube for the remainder of the dipstick, he could not find it but saw 'tick marks' inside the case. He removed the oil filter and cut it open and the filter was full of metal. He told Greg that his engine needed to be overhauled since the dipstick was stainless steel and it made it through the oil pump into the filter. Greg asked him to give him an estimate to overhaul the engine. Mr. Wahlberg stated that it would be about 100 hours of labor to remove and install the engine because of the turbo charger, intercooler, and air conditioning, and that the overhaul could be 40 to 50 thousand. He stated that Greg responded that he could not afford that since he just bought the plane. Mr. Wahlberg stated that he told Greg not to fly the plane and put a red do not fly tag on the pilots yoke.

Mr. Wahlberg stated that a couple of weeks later Greg came to him and asked him to cut an oil filter open, Mr. Wahlberg asked him what it was from and Greg responded his plane. Greg had read on line how to clear metal from an engine by flushing it with diesel fuel. Mr. Wahlberg cut the filter open and there was no metal present.

Mr. Wahlberg stated that Greg asked him to service the brakes and he added to brake fluid to the reservoirs, but Greg did not have the logbooks at the airport so he couldn't make an entry. He said the Greg told him he wanted to fly the plane and he again told him he shouldn't fly it. Greg told him that he was going to fly to Detroit for his daughter's volleyball tournament and Mr. Wahlberg told him not to fly to take the airlines.

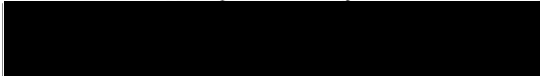
Mr. Wahlberg stated that Greg was new to the plane and had flown it from Tulsa to Houston when he got it and had flown for the insurance checkout. Mr. Wahlberg stated that Greg had been out of aviation for a while, 10 years or more. He again stated that Greg told him he couldn't afford an engine teardown. Mr. Wahlberg stated that he believed the engine was low time because a previous owner had a prop strike with the aircraft.

Mr. Wahlberg stated that on the Friday before Greg departed there was someone from an avionics shop looking at Greg's airplane. The avionics person asked Mr. Wahlberg why it had the red do not fly tag on the yoke and he told him about the engine. The avionics

person told Mr. Wahlberg that Greg called them about an autopilot problem and that the clutches were slipping.

I asked Mr. Wahlberg if he knew where the aircraft records might be and he stated no, but he would see if the airport manager would let him in the hangar to look for them. He called me back a short time later and said they could not find the records. He also stated that the airport manager told him that a relative of Greg's had been there the day before and cleaned out the hangar.

We will follow up with the manager to see if he has contact information for the relative.



Richard D. Anderson Jr.
Supervisory Inspector
EMI FSDO GL-23

INSPECTOR STATEMENT

Date: 06/28/2018
To: Todd Fox, NTSB
From: Edward S. Janos, FAA ASI
Subject: N3896P Accident

Narrative:

The purpose of this statement is to document my phone conversation with Mr. Robert Mutina, a personal friend of the owner and pilot of N3896P, Mr. Greg Boaz, regarding his call made to the NTSB Communications Center.

On 06/27/2018, Mr. Todd Fox, NTSB Inspector, requested I contact Mr. Robert Mutina and follow up on a call made by Mr. Mutina to the NTSB communications center regarding mechanical issues with aircraft N3896P.

I called Mr. Mutina and during our phone conversation he stated he was a personal friend of Mr. Greg Boaz, owner of N3896P, and had know him since high school. He also stated he was a certificated A&P mechanic.

Mr. Mutina stated Mr. Boaz contacted him in late April or May, he wasn't sure of the exact date, and explained to him he had bought a new airplane, aircraft N3896P, and asked Mr. Mutina about a problem with the oil dipstick. Mr. Boaz stated he had inserted the oil dipstick in the wrong tube (vent tube) and it had broken off and went into the engine. Mr. Boaz stated when the oil filter was inspected it was full of metal but he and his son had flushed the engine with diesel fuel/kerosene, changed the oil and continued to do this until the filter was clean. Mr. Mutina stated to me he told Mr. Boaz the engine needed torn down and inspected because of the metal in the engine and not to fly it.

I asked Mr. Mutina if he had worked on the aircraft and his response was no, he never had. He stated he never personally saw the aircraft.

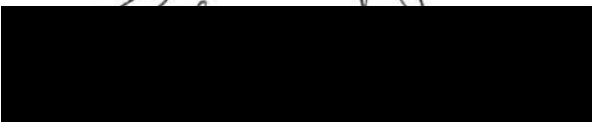
Mr. Mutina stated that Mr. Boaz flew a lot when he was younger but hadn't flown in at least 10 years. He commented that the new aircraft was too much aircraft for Mr. Boaz because of his lack of currency and he shouldn't have been flying it.

Mr. Mutina stated he should have grounded the aircraft because of the engine issue but hadn't. He stated he was supposed to meet Mr. Boaz on 06/20/2018 to discuss the aircraft but Mr. Boaz never showed up.

I asked Mr. Mutina if he knew any mechanics in the area who may have worked on the aircraft but he stated he didn't know any and thought Mr. Boaz and his son were the only ones who had worked on the aircraft. He also didn't know if Mr. Boaz had a hangar for the aircraft.

I asked Mr. Mutina if he would document his information in chronological order being as specific as possible and send to me. He said he would. This ended our phone conversation.

I sent Mr. Mutina an email 06/27/2018 requesting a written statement but have not received a response to date.



Edward S. Janos
Aviation Safety Inspector
EMI FSDO GL-23

INSPECTOR STATEMENT

Date: 06/28/2018
To: Todd Fox, NTSB
From: Edward S. Janos, FAA ASI
Subject: N3896P Accident

Narrative:

The purpose of this statement is to document the phone conversation with Steven A. Buford, Air Traffic Controller at Detroit City Airport (DET), regarding his observation of aircraft N3896P's landing gear configuration during a flyby of the tower on 06/24/2018.

On 06/26/2018, during the accident investigation of aircraft N3896P, the investigating team consisting of: Mr. Todd Fox – NTSB, Mr. Henry Soderlund – Textron Senior Air Safety Investigator, Mr. Kurt Gibson – Continental Motor Group Air Safety Investigator, Mr. Edward S. Janos – FAA Aviation Safety Inspector and Mr. Doug Henderson – FAA Aviation Safety Inspector, visited the ATC Tower at DET to listen to the audio recording of the conversation between Mr. Greg Boaz, pilot of N3896P and Steven A. Buford, Air Traffic Controller prior to the accident. The purpose was to clarify the position/configuration of the landing gear during the aircraft tower flyby.

After listening to the recording, Mr. Greg Williams, Tower Chief at DET, called Mr. Buford on the phone and Todd Fox asked him to explain to the team what he observed during the aircraft flyby.

Mr. Buford stated the aircraft called in and the pilot reported a landing gear problem. Mr. Buford requested the aircraft fly a low approach by the tower to look at the gear position. The aircraft flew the runway heading of 330 past the tower from left to right, during which time Mr. Buford stated he observed the left main and nose gear extended but could only see the right main tire in the gear well.

Todd Fox asked Mr. Buford to clarify which gear was up, to which Mr. Buford stated it was the gear closest to him, which was the right side, under the right wing.

Mr. Buford was then asked if he was positive it was the right gear not extended and he replied yes it was the gear closest to him and the tower, which is located on the east side of runway 33.

This ended the conversation with Mr. Buford.


Edward S. Janos
Aviation Safety Inspector
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