



**National Transportation
Safety Board**

Memorandum For The Record

DATE: June 30, 2018

FROM: Courtney Liedler, NTSB IIC

SUBJECT: Information Provided from the FAA for the Accident Involving N44CP (Inspector Bruce Hanson)

The FAA inspector spoke to the pilot after the accident. The pilot offered the following details:

The pilot had just finished rebuilding the airplane after an accident he had with it about 5 years prior. This was the first flight. He took off from a gravel road 400-500 yards away from his private airstrip. He was up "circling around" and came back around to land on the grass strip when the engine began to run rough and sputter. He was high and fast on his approach; he knew he could not miss the approach because of the engine trouble so he decided to stay high to make the runway. Upon landing, the airplane bounced, and the nose wheel hit hard when it came back down. The airplane nosed over and came to rest upside down. The pilot hit his head during the bounce and lost consciousness. The pilot stated he did not experience any engine problems during the run-up.

Later, after examining the engine, the pilot said he could not find anything wrong with it. There was no water in the gascolator. He recalled the quick disconnect on the left wing had come loose before the flight. He reconnected it and proceeded with the flight. He had been flying on the right tank and then switched to the left, which is when the engine sputtered. He thought there may have been air in the lines, or it could have had bad fuel since it had been sitting for 5 years. He said he did not attempt to go back to the right tank because he was too low and was "just trying to get to the runway."