



RECORD OF CONVERSATION

Mitchell Gallo
Aviation Accident Investigator, NTSB Investigator-In-Charge (IIC)
Central Region

Date: October 15, 2018

Person: Mimi Andrews, Pilot; Home: [REDACTED], Cell: [REDACTED]

NTSB Accident Number: CEN18FA287

Narrative:

Mimi Andrews stated during a telephone conversation that she had owned the accident airplane since 1962 when it was purchased new through a family business. She decided to begin flying the airplane again after attending to family and business-related affairs. The airplane was last flown in 2003 and 2004. The airplane received an annual inspection early September 2018, after which it was flown from Horseshoe Bend Airport, Weatherford, Texas (F78) to Pecan Plantation Airport, Granbury, Texas (OTX1) and then flown from OTX1 to Granbury Regional Airport (GDJ), Granbury, Texas. She stated she holds an airframe and powerplant mechanic certificate and performed maintenance on the airplane. She said the airplane experienced a loss of engine power that on two previous flights, which she attributed to vapor lock. She said during one of these occurrences, the outside temperature was 108 degrees Fahrenheit, and the airplane had to be restarted the following day, which was cooler. The airplane electric boost pump was modified after both losses of engine power after testing the old boost pump's solenoid switch that she found had been sticking through her own testing. She said that she found a leak in the fuel spider, which was then replaced. She said that all the fuel lines forward of the firewall were replaced. She was asked by the NTSB IIC if at any time was the cockpit mixture control advanced to the full rich position following the engine roughness/power loss; she said that she may have advanced the cockpit mixture control to the full rich position but did not remember, and that she did not change the mixture control position after the forced landing. She was asked by the NTSB IIC why she did not lower the landing gear; she said the airplane checklist stated that the landing gear was not to be lowered and that it would take her about 3 minutes to manually pump the landing gear down. She said it would take her about 3 minutes to manual pumping the landing gear down during gear swing tests that she did during the airplane's maintenance. She said the 3 minutes was without air loads on the airplane because it was a gear swing test with the airplane on jacks. She said that she would rather focus on flying the airplane rather than pumping the landing gear during the approach for the forced landing. She said she

did not have enough time to lower the landing gear due to the altitude the airplane was at during the approach to a field. She said there is no way to tell if a field is rough while the airplane is 2 miles away from the field.

As taken by:

Mitchell Gallo