



FAA

Aviation Safety

Memorandum

Date: August 20, 2020

To: Todd Fox, NTSB Investigator

From: Johnny Victory, Aviation Safety Inspector, Little Rock FSDO

Subject: CEN20LA269 (N602NY)

Johnny C. Victory
2020.08.20
10:07:57 -05'00'

On 06 JUL 2020, the Little Rock FSDO was made aware of an incident involving N602NY. The extent of the damage to the aircraft was unknown. John Loomis (FLM) fielded the phone call. It was disclosed that the incident had occurred in the late afternoon on Friday, 03 JUL 2020 and it was being reported due to the fact that the recovery company (Dawson Aircraft) was reluctant to move the aircraft until the FAA released it. John Loomis asked Mr. David Freppon (Aircraft Owner / Incident Pilot)(Certificate # [REDACTED]) if he could provide photos. I was assigned to investigate the incident as the aircraft is on the OPSPECS of John Freppon ([REDACTED]) that I have oversight. I contacted Mr. David Freppon and made arrangements to meet in the event that the photos indicated it may have indeed been an accident. Late in the evening, Mr. Freppon texted photos that appeared to show substantial damage. I informed him that I'd be at his facility around 9:00 am the following morning.

On 07 JUL 2020, I travelled to meet with Mr. David Freppon and arrived at [REDACTED] Newport, AR 72112 at ~9:00 am. Mr. Freppon stated that he was conducting the aerial application of fertilizer (urea) throughout the day on Friday, 03 JUL 2020. As he was returning to his home base, after having applied the last load on a field approximately 7 miles away, he was flying at about 350' to 450' AGL, when at about 3 miles from his destination, the engine spooled down. He turned the boost pump "on", and positioned the ignition switch "up." When the engine did not respond, he picked a field, and landed. He further explained that positioning the ignition switch "up" was the incorrect action because it only works in "up" when the starter is engaged; he should have put it "down." He said that he was in a level flight, had between 1/8 & 1/4 tank of fuel, and doesn't recall seeing any warning indications. The aircraft sustained significant structural damage to the tail section, but no injuries occurred. He did not report the accident.

Mr. Freppon stated that on Friday, 03 JUL 2020, he and his brother John Freppon visited the accident site in the evening after dark. He noted that they had to use flashlights to look

at things. He stated it was merely a look at the aircraft, and that they hadn't done anything to the aircraft.

Mr. Freppon stated that on Monday, 6 JUL 2020, Jonathan Brown of Frost Flying Service in Marianna, AR and himself visited the accident site to see if they could determine what had happened. They inspected the damage to the aircraft, performed a few preliminary checks, and then were successful in performing an engine run. He said they had done nothing else to the aircraft other than inspect it and perform the engine run.

I visited the accident site to view the aircraft. Copies of the Airworthiness Certificate, Aircraft Registration, Pilot Certificate, and Medical were maintained in the aircraft. I asked about the original of each of these. He provided the Aircraft Registration, Pilot Certificate, and Medical, but was unable to produce the original Airworthiness Certificate and was unaware of where it might be. I then asked about the operating certificate being carried in the aircraft. He said he didn't carry one. He then proceeded to contact John Freppon to get a copy of his. The recovery crew from Dawson's Aircraft were on site, and I discussed the desire to have them capture and record the amount of fuel recovered from the aircraft, as well as have them notify me when the aircraft was on its way to Frost Flying Service. They agreed.

Subsequent to my conversation with Mr. David Freppon on 07 JUL 2020, I contacted the NTSB who assigned Inspector Todd Fox as IIC. Inspector Fox sent Mr. Freppon an NTSB Accident Report Form to complete. Mr. Freppon completed it on 10 JUL 2020. His statement further substantiates many of the items he'd disclosed to me during our meeting on 07 JUL 2020.

On 9 JUL 2020, the recovery crew (Dawson Aircraft) informed me that they had recovered the aircraft and were on their way with the aircraft to Frost Flying Service. They also stated that they recovered approximately 56 gallons of fuel from the aircraft.

On 10 JUL 2020, I arrived at approximately 9:00 am at Frost Flying Service in Marianna, AR to meet with their Director of Maintenance (Jonathan Brown), to inspect the aircraft to include areas of interest provided by Dakota Lowe (Air Tractor), and to review the aircraft records. The aircraft's airworthiness certificate and operating limitations were located in the front cover of the aircraft records.

The aircraft was situated outside of the hangar at Frost Flying INC, [REDACTED] Marianna, AR 72360. The aircraft had been partially disassembled for transport. The wings had been removed, as well as the hopper and associated cowlings.

Jonathan Brown (Director of Maintenance) assisted in performance of the following checks.

- Condition of fuel lines and connections.
 - An inspection did not note any abnormalities
- Fuel tank inlet screens – Remove and check for blockage.
 - Fuel tank inlet screens were removed and no evidence of blockage and/or foreign material noted.
- Ensure the fuel valve is properly aligned so that when the valve is turned to “open” fuel is allowed to flow from the boost pump outlet to the firewall filter inlet.

- The valve appeared to be properly aligned and operate as required.
However, there was no fuel on the aircraft and a physical check to ensure fuel would flow was not able to be accomplished.
- Firewall fuel filter – Remove the firewall filter (capturing the fuel), remove the filter element. Check the element and the fuel from the filter for anything that might cause a blockage.
 - Firewall fuel filter was removed and no evidence of foreign material capable of causing a blockage. The fuel was captured, and appeared normal.
- Also inspected fuel pump filters. No abnormalities noted.

Performed check of Shadin Fuel Totalizer utilizing the Shadin operating manual:

- Fuel Used: Indicated 1.7. This would have been the amount used during the ground run following the accident.
- Fuel Remaining: Indicated 50.3
- Endurance: Indicted “---“
- NM/GAL: Indicated “LOF”
- Fuel To Destination: Indicated “LOF”
- Fuel At Destination: Indicted “LOF”

According to Air Tractor, and the AFM, the aircraft holds 234 gallons and has 6 gallons of unusable fuel which would seem to validate the fuel amount given by Mr. Freppon, and be consistent with amount of fuel recovered by Dawson's recovery crew.

Records inspection revealed:

- The engine power section had been removed and repaired multiple times over the past year:
 - June 18, 2019 – Covington Aircraft – Light Overhaul due to Prop Strike.
Engine TT: 1268.5
 - May 1, 2020 – Covington Aircraft – Inspection/Repair due to Wire Strike.
Engine TT: 1380.6
- May 1, 2020 - FROST FLYING MAINTENANCE, INC installed new landing gear. When asked, Mr. Brown explained they were replaced following a wire-strike incident. I have been unable to locate any records of either incident being reported.
- Annual Inspection completed February 15, 2020
 - All AD's current
 - Replaced auxiliary fuel pump.

I informed Mr. Brown, reiterated by NTSB IIC, that they were authorized to perform the repairs to the structure of the aircraft, but were not authorized to perform any maintenance on the engine and/or fuel system unless they request/receive approval beforehand. He acknowledged and estimated it would be ready for engine run on or about 31 JUL 2020. Inspector Fox requested I monitor further inspection of the engine, and engine operation.

On 10 AUG 2020, Jonathan Brown notified myself and the Inspector Fox that the aircraft was projected to be ready for a run on 13 AUG 2020. I acknowledged and confirmed my availability.

On 12 AUG 2020, Dakota Lowe provided technical data to assist in check-out of the engine during the engine run.

On 13 AUG 2020, I travelled to Frost Flying Service in Marianna, AR to monitor the engine check-out, and complete several items not completed during my initial inspection.

- Check the condition of the Py line.
 - No issues noted

Mr. Brown prepared for, and ran the aircraft. He utilized the technical data provided by Dakota Lowe (Maintenance Manual Part No. 3032842, 71-00-00 - Power Plant - Adjustment. Rev. 62.2 - 04/MAY/20) item 12. Engine Performance Check and item 16. Acceleration Check.

Conditions/Readings on day of test were:

- Outside Ambient Temperature – 77 DEG F / 25 DEG C
- Field Barometric Pressure – 30 in. HG
- Torque – 2675 ft. lb.
- Fuel Flow – 90 GPH / 612 LPH
- ITT – 760 DEG C
- NG – 98.5%
- Engine accelerated/responded without hesitation or surge.

Additionally, the following items were checked during the run:

- Boost pump – Function can be determined by running the boost pump with the engine off and check for pressure on the cockpit fuel pressure gage (make sure the fuel system components are back in place before turning on the boost pump)
 - Boost pump pressure indicated ~19 psi
- Mechanical airframe fuel pump - Positive pressure on fuel pressure gage with engine running
 - Positive pressure indicated.

I contacted Inspector Fox via phone post engine run and we agreed that we were unable to determine the cause of the engine power loss, and released aircraft from investigation.