



NATIONAL TRANSPORTATION SAFETY BOARD
Western Pacific Region – Federal Way, Washington

Record of Telephone Conversation

Person Interviewed: Brian Capone, Accident Pilot
Subject: – CEN21LA204, N26783
Date: 6/22/2022

During the telephone conversation Mr. Capone stated the following:

Mr. Capone was seated in the aft seat of a Piper J-3 Cub and was flying the airplane when it crashed near Slaughter, LA on 4/26/2021. Mr. Capone said he was flying the airplane for a friend to make sure it was ready to sell. Another friend, Francis Guillory was a pilot who was seated in the front seat during the accident flight. Mr. Guillory was not familiar with flying a J-3 Cub.

Mr. Capone said that he and the owner of the airplane were examining the airplane about 6 months prior to the accident. They started the airplane, but it did not sound right so they shut it down. Upon examination the owner found a mud dauber nest in the throat of the carburetor and removed it. No flight was conducted on that day.

Mr. Capone returned to look at the airplane again and fly it on the day of the accident. He examined the engine and found two more mud dauber nests in the engine compartment, one of them was inside the scat tube that ran from the exhaust to the carburetor heat. The engine was started and he performed a full runup, and he did not note any problems with the engine. He said he cycled the carburetor heat as part of the before takeoff checklist and he said he had a fairly expedited ground operation.

Before takeoff Mr. Capone noted there was some movement to the treetops nearby, but the windsock did not indicate there was any wind. He elected to takeoff to the north. He said he did a “cigartips” pre-takeoff check and ran the engine up before takeoff. He said the takeoff was normal until shortly after getting airborne. As they were climbing out he looked over the front seat pilot’s left shoulder and noted the airspeed was about 50 knots and RPM was about 2500, when he felt the airplane “surge.” He attributed the surge to the wind and started a small left turn towards some lower trees. That was his last memory of the accident flight.

Mr. Capone said he had not experienced carburetor icing during any previous flights. He also stated the airplane was full of fuel prior to takeoff.

Dan Baker
National Transportation Safety Board

Senior Air Safety Investigator