

National Transportation Safety Board

Office of Aviation Safety
Central Region



CEN21LA287

RECORD OF CONVERSATION

Randy Howard Scott

June 24, 2021

Interviewee: Randy Howard Scott
Date/Time: June 24, 2021 / 1300 CDT
Location: Telephone Call
Investigator: Andrew Todd Fox, NTSB Air Safety Investigator

Background:

Mr. Randy Scott was the pilot of the Grumman G-164B airplane, N62375, that crashed on June 20, 2021, during an agricultural flight near Sedgwick, Arkansas. Mr. Scott was also the aviation mechanic who regularly maintained the airplane.

NTSB Investigator Fox and Mr. Scott discussed the following:

Mr. Scott stated did not observe any anomalies during his preflight inspection, there was no contamination observed in fuel samples obtained from both airframe fuel filter canisters, and that he departed on the local flight with about 60 gallons of Jet-A aviation fuel and 2,300 lbs of dry urea fertilizer.

Mr. Scott stated that he had completed 5-6 aerial-application passes over the intended rice field when the airplane had a total loss of engine power while in level flight. Mr. Scott remarked that the sound of the engine went from normal to silent, with no indication of an engine issue before the loss of engine power. The airplane impacted a levee and nosed over in a flooded rice field during the forced landing. After the accident, Mr. Scott turned off the master electrical, generator, radios, and air-conditioning switches. Mr. Scott was not injured during the accident. The airplane's empennage, aft fuselage, and engine mounts were substantially damaged during the accident.

Mr. Scott stated that his engine start procedure included pulling the engine's fuel solenoid circuit breaker after the engine starts. He explained that this isolates the fuel solenoid from a possible electrical discharge that could inadvertently shut off fuel to the engine. This procedure is not included in the normal engine start procedure but is something that is widely practiced by those in the industry who fly agricultural airplanes equipped with a Honeywell TPE331 engine.

Mr. Scott was very cooperative throughout the conversation.