



RECORD OF CONVERSATION

Samantha Link
Aviation Accident Investigator
Central Region

Date: November 24, 2021
Person Contacted: Mr. Allen Gault (Pilot/Owner/Mechanic)
NTSB Accident Number: WPR22LA037

Narrative:

During a telephone conversation with Mr. Gault he reported the following:

Mr. Gault reported that he and two passengers flew from Houston Executive Airport to Hammond, Louisiana. While approaching the airport, smoke entered the cockpit and the oil pressure gauge indicated zero. Unable to make the runway, he made a left turn toward the I-12 interstate (which was also upwind). The engine continued to run until it stopped. The airplane descended towards the highway median, however, there was a fence, so he elected for the westbound lanes. The airplane touched down in-between traffic and the right wing struck a truck. The airplane served right then left and exited the left side of the pavement. The airplane's nose gear collapsed and came to rest against the fence.

He said the 4-point harness was a "game changer" and no one was injured. Shortly thereafter local law enforcement arrived, and he arranged for a tow truck to remove the airplane and take it to the Hammond Airport.

Once the airplane was at the airport, a mechanic came over and they removed the engine cowling. The oil filter was loose and easily turned in his hand. The safety wire was present, however, it was broken.

Mr. Gault reported that he conducted the last oil change about one year ago. Which he estimated was about 60 flight hours ago. He further reported he is not a mechanic but conducts all the maintenance on his airplane. He specifically mentioned that he has conducted oil changes for many years. I asked him about safety wires and how to apply them and he said he was unaware

of any specific safety wire guidance; he just installed it. He said that if he could do anything differently, he would include the oil filter in his preflight inspection.

When I asked to get a copy of the maintenance logs, to include the last oil change inspection and annual, Mr. Gault reported that they “are gone and the airplane is in the process of being parted out.” I asked who had them and the airplane and he said the “recovery people,” but he didn’t know who the recovery people were.

Mr. Gault, mentioned that since the accident occurred, he surrendered his pilot certificate to the Federal Aviation Administration and will not be flying in the future. I then informed Mr. Gault he needed to fill out the NTSB Pilot/Operator 6120.1 form and he said “I won’t fill out paperwork. I have no interest in paperwork.” However, I was able to ask him most of the questions on the form. I entered his answers directly into the NTSB report writing system.

END.

Submitted by: Samantha Link