



RECORD OF CONVERSATION

Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: December 2, 2011
Person Contacted: Robert Berlyn, FAA/FSDO, Lexington, MA
NTSB Accident Number: ERA12IA090

Narrative:

During a telephone conversation, Mr. Berlyn stated that he interviewed the pilot. The pilot reported that on short final approach, when he extended full flaps, the left engine experienced a total loss of power. The airplane touched down hard on a grassy overrun area, about 650 feet from the runway threshold. The airplane then bounced onto the runway and came to rest. The pilot subsequently started both engines and taxied to the ramp without further incident.

Mr. Berlyn examined the airplane and noted there was about 7 gallons of fuel in the left main fuel tank. There was also about 7 gallons of fuel in the right main fuel tank and approximately 2 gallons of fuel in each auxiliary fuel tank. Specifically, He drained 5 gallons from the left main fuel tank and estimated 2 more gallons remaining in the tank.

He also observed clean fuel in all fuel sumps. The fuel line to the fuel control of the left engine had fuel and the fuel control finger screen was absent of contamination. A cursory examination of the left engine, including a compression check, did not reveal any anomalies.

Mr. Berlyn did not examine the right engine as the pilot reported that the left engine lost power. Both main fuel tanks were equipped with a transfer pump, which pumps fuel from the front of the tank to the pick-up near the center of the tank. Mr. Berlyn noted that the left main fuel tank transfer pump was operating and the right main fuel tank transfer pump was not. The main fuel tanks had approximately 2 gallons of unusable fuel.



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Date: December 8, 2011
Person Contacted: Chris Drago, Chris Aviation, Newport, RI
NTSB Accident Number: ERA12IA090

Narrative:

During a telephone conversation, Mr. Drago stated that he is the mechanic that is going to repair the airplane. Although the left inboard wing is wrinkled, Mr. Drago's initial inspection revealed that the spar, ribs, and spar rivets were undamaged. Mr. Drago plans to further inspect the damage prior to ferrying the airplane to his facility in Newport, RI.



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Date: December 9, 2011
Person Contacted: Bob Walsh, Nantucket Express
NTSB Accident Number: ERA12IA090

Narrative:

During a telephone conversation, I advised Mr. Walsh that the one discrepancy found was in the right fuel system. Specifically, the right main fuel tank transfer pump was not operating. I asked Mr. Walsh if it was possible he lost his right engine instead of his left.

Mr. Walsh stated that the incident happened so fast, and on such a short final approach, that he could not be certain which engine he lost and it is quite possible he lost the right. He did move the left engine fuel selector from left main to left aux as he believed he had a left engine failure.