



RECORD OF CONVERSATION

Jose Obregon
Air Safety Investigator
Eastern Region

Date: November 27, 2012
Person Contacted: John Hornbeck
NTSB Accident Number: ERA12LA400

Narrative:

Mr. Hornbeck was contacted by phone on June 16, 2012, about 1425 EDT. He was called on his cell phone of [REDACTED]. On the phone call was Mr. Jim Franklin, of the FAA Flight Standards District Office, West Columbia, SC.

Mr. Hornbeck stated that the airplane is based at KAND. The accident occurred during the initial takeoff of the day. He stated that he hand propped the engine, allowed it to warm up, and performed an engine run-up checking the magnetos. He also checked the carburetor heat, and noted when doing so there was no change in engine rpm (typical). He taxied to runway 05, announced his departure on the common traffic advisory frequency (CTAF), lined up on the runway centerline, then applied full power. When the airspeed reached 40, the tail came up, and at 60 the main landing gear came off the runway. At that point he noted the rpm was less than 2,400, so he pushed the throttle in reporting there was room to go. He leveled off at 100 feet, but the engine rpm remained at 2,400 (should have been 2,600). He continued straight and level, and when near the departure end of the runway, turned to return for landing on runway 17. He turned 40 to 50 degrees, and the engine rpm decreased to 2,200. He continued the turn, and announced on the CTAF his intention (there was 1 other airplane in the traffic pattern). The next time he looked at the tachometer the rpm was 2,100, then the propeller stopped. He announced on the CTAF that he was deadstick landing, and looked outside for a clear area. He cleared trees that were ahead, and then settled fast impacting the ground "pretty good". The airplane rolled a few feet then nosed over. He secured the fuel, turned the magnetos off, and waited for assistance. Bystanders came, raised the tail, and he exited the airplane.

When asked about engine indications during the flight, he did not see the oil pressure gauge, and noted postaccident there was no evidence of oil leakage. He confirmed the engine was a Continental A80, which was originally a A65 converted to an A80 in 1983. He stated that the engine had less than 150 hours since then.

When asked about the quantity and type of fuel, he reported that at takeoff he had ~ 11 gallons (full capacity is 12 to 12.5 gallons). The fuel type is automotive, but with no ethanol. He stated the airplane does not have an ELT, and no electrical system.

The airplane will be recovered to his hangar on KAND.

The digest was reviewed with him during the phone conversation and he agreed with the content.