



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: September 3, 2013
Person Contacted: William R. Booth
NTSB Accident Number: ERA13LA382

Narrative:

Mr. William R. Booth was contacted by phone on August 28, 2013, at 1134 EDT. He was contacted at ([REDACTED]).

He stated that he is a private pilot with airplane single engine land and sea, airplane multi-engine land, and instrument airplane ratings. He provided a certificate number of [REDACTED], and stated that he has about 3,000 hours in Lake LA-4 series airplanes and 585 hours in Lake Model 250 airplanes. His e-mail address is [REDACTED] and his address on file with the FAA is [REDACTED], DeLand, Florida [REDACTED]. He holds a special issuance third class medical certificate issued June 17, 2013, with a limitation to have corrective lenses.

He owns the corporation that owns the airplane and estimated that he has owned it for 5 years. Since owning it he has operated it a total of approximately 585 hours. About 2 years ago, during takeoff he lost propeller control resulting in an engine overspeed. He was able to execute an emergency landing on the runway, and an inspection of the engine was performed due to the overspeed. During the inspection he requested that the engine be overhauled. Zephyr Aircraft Engines, Inc., located in Zephyrhills, Florida, overhauled the engine. The airplane had been operated about 168 hours since the overhauled engine was installed. The airplane is maintained by Harry Shannon, of Amphibians Plus, located in Bartow, Florida; he currently has the maintenance records and can be reached at ([REDACTED]). He also stated that he operates the airplane rich of peak rather than lean of peak. The last annual inspection was performed in June 2013; the airplane was equipped with a Garmin 696 GPS receiver and also a JPI engine monitor.

Earlier that day before departure on a flight from Blue Mountain Lake, located in Indian Lake, New York, to Saratoga County Airport (5B2), located in Saratoga Springs, New York, he performed a preflight inspection of the airplane which included checking the engine oil noting it had just over 9 quarts.

The purpose was to have North American Flight Services look at the stormscope. The contact there is Brian Strange who has a work phone number of [REDACTED], or [REDACTED], or cell phone of [REDACTED]. The 28 minute flight was uneventful, and after landing work was done to troubleshoot the stormscope but it could not be repaired; the airplane was put back together. Having been on the ground for 20 minutes the airplane was in his sight the entire time. He personally fueled the airplane, and before departure for the return flight to Blue Mountain Lake, he performed a standard walk around inspection of the airplane noting there was no evidence of oil leakage on the ground.

He taxied to runway 05 where he performed an engine run-up; no discrepancies were reported. During takeoff the engine developed full rpm (2,575), and about 3 minutes into the planned 28-minute flight while climbing through 2,000 feet with the mixture control full rich and the throttle full forward, the engine rpm went from 2,575 to 2,625, then decreased, then increased to 2,675. He turned to return to 5B2, while slowly continuing to climb to 2,200 feet above ground level (agl), and heard a loud bang followed by the engine running rough. Prior to that point the engine had been running smoothly. He pulled back the throttle, but the engine rpm did not decrease; the engine did not feel like it was developing power. He set to maintain best glide airspeed (74 knots), and while descending at 1,200 feet-per-minute, he realized he was unable to reach 5B2. He set up for a base to final approach for an open field, and while on final approach pushed the nose forward after clearing trees. He secured the fuel and electrical, and forced the airplane to the ground where it bounced 20 feet. He then pushed the nose down and flew above the runway touching down intentionally gear-up with only ¼ of the length of field remaining. Realizing there were obstructions ahead he intentionally caused the airplane to yaw to the right in an effort to avoid obstructions ahead. After coming to rest he exited the airplane and called 911 to report the accident, but reported that neighbors had already called 911. He stated that he was wearing the seatbelt and shoulder harness, and is sore as a result of forces exerted by the restraint during the impact sequence.

The engine was resting on its side, and evidence of in-flight oil leakage was noted.

The digest was e-mailed to him for review on 9/3/2013, about 1034 EDT, and he replied on September 3, 2013, about 1152 EDT, with, "Mr. Monville;

I have now been able to access actual records, instead of just relying on memory. With these minor corrections, your report is correct.

1. My total time in N522WB was 585 hours.
 2. Time since engine rebuild was 168 hours.
 2. Ownership time was 5 years.
 3. The AC was equipped with a JPI engine monitor, not a GEM, as I first reported.
 4. My email address is:bluemtlake@aol.com (no capitals).
- Bill Booth"

The corrections were incorporated into the narrative.