



MEMORANDUM FOR RECORD

Stephen Stein
Air Safety Investigator
National Transportation Safety Board
Office of Aviation Safety - Eastern Region

NTSB Accident Number: ERA14LA272
Aircraft Registration & Make/Model: N6RP; Vans RV-6
Accident Location: Suffolk County, Virginia
Accident Date: May 31, 2014

Note: The following interviews were documented by the Investigator –In-Charge (IIC), Stephen Stein.

Interview #1 Summary

Kelly "Tommy" Landrum
Pilot & Propeller Hub Installer

Interview date/time: June 2, 2014 0926 EDT

Interviewer was Stein.

Mr. Landrum stated that the airplane was equipped with an Eggenfellner 2.5L engine with a Gen 3 V4 gearbox and dual mass flywheel. The propeller was a Vari Prop V001 that was hydraulically actuated. He recalled that during the accident flight the engine "went to red line" and he "had to pull power." At the time the windshield was full of a liquid. The gearbox was replaced with a Gen 3 at 159 hours and the airplane crashed at 150 hours. The dual mass flywheel was installed 30-40 hours prior to the accident. He lubricated the gearbox spline shaft with a combination of 25% Honda Moly 60 and 75% Sig Wurth 3000 lubricant.

Interview #2 Summary

Kelly "Tommy" Landrum
Pilot & Propeller Hub Installer

Interview date/time: July 24, 2014 1432 EDT

Mr. Landrum stated that he installed new propeller blades about 28 flight hours prior to the accident at which time the bearings were re-lubed. During re-lubrication the pilot removed "everything that was removable." The propeller assembly was cleaned in a solvent, wiped dry and then re-lubricated. According to the pilot, he initially positioned the propeller blades at 15 degrees, which gave him too much static rpm. His target rpm was 5,200-5,250 with 5,300 rpm redline. The propeller blade length was 69 inches in diameter. The pilot remarked that he changed the propeller blades on February 28, 2014; at which time the Vari-Prop system had about 62.1 total flight hours. The propeller blade installation and balancing took about 2-3 days. The pilot added that he did not smell anything unusual or feel any vibration during the accident flight.

Interview #3 Summary

Kelly "Tommy" Landrum
Pilot & Propeller Hub Installer

Interview date/time: July 25, 2014 0832 EDT

Mr. Landrum stated that while he was re-reviewing the logbooks and photos he recalled that he used straight Sig Wurth 3000 on the propeller drive shaft, slave piston, and needle thrust bearing during the last lubrication effort, which took place 28 hours prior to the accident on February 28, 2014. He chose Sig Wurth because it was known for "tenaciously" staying in place. His previous lubricant, Red Royal, had "slung out of place" through centrifugal force. He used a mixture of Sig Wurth 3000 and Honda Moly 60 on the gearbox spline shaft and adapter. His lubrication process involved applying the Sig Wurth 3000 lubricant directly to the bearings of the propeller assembly.