



MEMORANDUM FOR RECORD

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Air Safety Investigator
Eastern Region Aviation

July 16, 2014

Subject: ERA14LA319 – Pilot Interview Summary

Who: Pilot – Brian Stewart

In a telephone conversation, Mr. Stewart stated the following:

- He was a part of the airshow that day.
- At first, they takeoff in formation and split up and perform demonstrations.
- The airshow was all non-aerobatic.
- On that day he had fueled the airplane just prior to the airshow
- He then took off and flew 5 circuits in the airshow.
- Then, on the 5th pass, he was coming in and as he was pushing the power up after the pass, the engine didn't respond, and a puff of smoke came out of the cowl.
- I pulled up to see if I could make it back to the runway, I looked quickly into cockpit to set up correctly, and pushed mixture and prop full forward.
- The only thing he could make a landing in was the field.
- He maneuvered the airplane into the field and during the landing roll, the airplane impacted a tree line about 40 mph.
- He had no idea why the engine quit, it seemed to have some kind of mechanical problem with it.
- It just didn't respond from where it was and it just "rolled back."
- The power was at mid range and when I increased it.
- He had just checked the engine indications prior to that pass and everything was normal. Oil pressure and temp was normal. RPM and manifold pressure was where it should be.
- He performed a preflight, the fuel was normal, did the standard run up check, and it ran fine for about 10 minutes.
- During the flight everything was normal.
- There was probably around 3 and half gallons of oil in the engine.
- He put in 24 gallons of fuel earlier that day.

In a follow-up telephone conversation on April 21, 2015, the pilot stated the following:

- It was 83 degrees F, so he did not use carburetor heat during the accident flight.