



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: July 1, 2015
Person Contacted: Joseph Fabian
NTSB Accident Number: ERA15LA256

Mr. Fabian was interviewed over the telephone.

The information listed is a summary of the conversation.

- Taxied for 20 minutes.
- Flew for 20 minutes.
- Engine died on short final like water shut it off.
- Landed on a road and road had a sharp turn, could not make the turn, hit a log, hit the fence and then a post.
- Windshield cracked on landing.
- Left wing hit the fence, slid down the fence and hit the post.
- Right wing just broke the lens.
- Log hit the bottom of the fuselage and damaged the bottom surface.
- 2 students in the plane.
- One in the left seat, one in the back.
 - 1st lesson
- The engine just quit.
- Water was in the right wing and fuel strainer.
- Fueled by Raymond Williams fuel farm, (FBO).
- Aircraft set outside in the rain for a week. Went through at least 4 rainstorms.
- Right wing fuel tank cap seal was leaking.
- Preflight consisted of sump left tank, fuel was blue.
- Sump right tank and clear fluid only, smelled like car gas but no color.
- 100% water in the tank.
- After the accident, found approximately 1 quart of water in the right wing.
- The fuel strainer was also full of water.

Statement requested by FAA JAN FSDO, Mr. James S. Flickner. As reported to NTSB

Aircraft N4207V, a 1948 Cessna 170 Date of Accident/Incident: 6/30/2015
Approximate Time: 1245 Local Central Time Location: One quarter mile west of the
approach end of KJVW airport runway 12 on Sam Herring Road.
Statement follows:

Aircraft was totaled by Insurance adjuster. Damage included, but may not be limited to, Main Gear (Sprung), Fire Wall (wrinkled), Windshield (Cracked), Right Wing Tip (Tore off by Fencing), Left wing (impact damage from fence post), upper fuselage and door frame (from wing being forced backwards) and bottom of fuselage (dent from log struck)

Giving two student's their first lesson with one student in left front seat and second student in rear right seat. After 20 minutes of taxiing instruction, we departed the airport and flew for 20 minutes, remaining within 3 miles of the departure point. Returning to land, while on final, advanced power because aircraft was low (less than 200') and discovered the engine had lost all power. Aircraft was beyond gliding distance to the runway so I made a 20 degree right turn and landed on a paved road located a quarter of a mile short and just to the right of extended runway center line. Had to cross a 7 foot high fence to make the road. Cleared the fence and subsequently stalled the aircraft between 10 & 15 feet. Made hard landing on center line of road. Road had a gentle curve to the right and I was unable to keep the aircraft on the road. Aircraft went off the road on the left side, struck a 6" pine log lying on the shoulder which pulled the aircraft further left. Aircraft left wing made contact with the 7 foot fence that paralleled the road. Wing tip then made contact about 12 inches inboard of wing tip with a large wooden fence post that caused the aircraft to ground loop to the left. Aircraft came to a stop and I immediately shut off fuel, pulled mixture and turned master switch and ignition switch off. All occupants exited through the right door as the left door was jammed against the damaged wing.

FAA investigators discovered a quantity of water in the right tank & the gascolater was full of water. Subsequently discovered the right wing tank cap seal was bad. That and combination of recessed fuel caps and sitting outside for several days of rain showers explained the source of water.

Gave an extensive pre-flight demonstration to the two students. During preflight I drained all sumps but did not notice that the clear "fluid" drained from the right wing was all water. This was my first flight in this aircraft for new owners and preflight was during a light drizzle from a rain shower that had just passed. I did not remove or examine the fuel caps as I did not want to allow the water trapped in the cap recess to get into the tank. I noticed that the "Fluid" from the right wing wasn't proper color but attributed this to auto-fuel that had been used previously. Smelled the "fluid" and it had the odor of Auto-fuel. Obviously, when I drained the fuel sampler, I didn't notice any water droplets remaining in the sampler. I did notice on the gascolater that the fuel was blue but still had an auto-fuel odor. Oddly enough, when I drained the left tank, I intentionally caught water dripping off the flap to show the students what water looked like in a fuel sample.

Personal Conclusion & Lesson Learned: If it ain't BLUE, don't fly and ALWAYS confirm the fluid in the sampler is FUEL by looking for water droplets after emptying and checking for surface tension of fluid. I never liked auto-fuel in aircraft anyway. Although the engine stoppage was not due to auto-fuel, I don't think I would have dismissed the fuel color had I not thought auto-fuel was still in the tanks. Also, all aircraft with the recessed fuel caps should be modified with the STC'd type that prevents water from entering the tank. End.

I hereby certify that the above information is completed and accurate to the best of my knowledge.
Date: 7/2/2015 Name: Joseph D. Fabian Jr.  -

Claim Number: _____

AIRCRAFT ACCIDENT WITNESS STATEMENT

NAME: Jordan Cooper DATE OF BIRTH: [REDACTED]
ADDRESS: [REDACTED]
Florence, MS 39073
PHONE: (Day) [REDACTED] (Night) N/A
EMPLOYER: College Student (Title) N/A
EMAIL: [REDACTED]

Please circle the answers to the following questions.

1. Were you an occupant on board the aircraft? YES NO
If yes, were you:
a. the pilot, co-pilot, flight instructor? Were you compensated? YES NO
b. a passenger? Were you compensating the pilot, owner, or operator of the aircraft for this flight? YES NO
If you were not on board the aircraft, where were you located? N/A

2. Did you receive any injuries? YES NO (If yes, please describe).

If injured we will need your social security number as part of a Medicare Secondary Reporting mandate (Section 11 of Public Law 100-173):

SSN: _____

PLEASE DESCRIBE WHAT HAPPENED:

As we were preparing for landing, the engine quit. The instructor was forced to make a landing on a nearby public road. Upon impact, windshield cracked and plane hit a post and caused the plane to spin out of control, until coming to a rest upon hitting a tree.

(SIGNATURE) [REDACTED]

7-6-15
(DATE)

(continue on additional page if necessary)

Claim Number: _____

AIRCRAFT ACCIDENT WITNESS STATEMENT

NAME: John Cooper DATE OF BIRTH: [REDACTED]
ADDRESS: [REDACTED]
Evansville, MS 39073
PHONE: (Day) [REDACTED] (Night) N/A
EMPLOYER: College Student (Title) N/A
EMAIL: [REDACTED]

Please circle the answers to the following questions:

1. Were you an occupant on board the aircraft? YES NO
If yes, were you:
a. the pilot, co-pilot, flight instructor? Were you compensated? YES NO
b. a passenger? Were you compensating the pilot, owner, or operator of the aircraft for this flight? YES NO
If you were not on board the aircraft, where were you located? N/A
2. Did you receive any injuries? YES NO (If yes, please describe).

If injured we will need your social security number as part of a Medicare Secondary Reporting mandate (Section 11 of Public Law 100-173).

SS: _____

PLEASE DESCRIBE WHAT HAPPENED:

As we were preparing for landing, the engine quit. The instructor was forced to make a landing on a nearby public road. Upon impact, windshield cracked and plane hit a post and caused the plane to spin out of control, until coming to a rest upon hitting a fence.

(SIGNATURE)

7-6-15
(DATE)

(continue on additional page if necessary)