



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: September 1, 2015
Person Contacted: Gina Mason (Passenger)
NTSB Accident Number: ERA15CA327

According to Ms. Mason, she and Mr. Barker would typically take the airplane to go sightseeing. They left Lantana around 1800 and flew to Pahokee. Then they did 2 or 3 landings at Pahokee and then flew to the Jupiter lighthouse. They circled the lighthouse and then flew down the beach towards Lantana. About 10 minutes later the engine quit.

They were about 400 feet at the time and tried to restart the engine but, it would not start. It did not make any noises or anything before it stopped.

They had flown the airplane many times before and never had a problem.



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Date: September 1, 2015
Person Contacted: Jamie Barker (Pilot)
NTSB Accident Number: ERA15CA327

According to Mr. Barker, prior to departure from Lantana he checked the weather by looking at radar on his smart phone, then at the FBO checked the winds and weather prior to departure, then checked the AWOS. They then took off on runway 22 for Pahokee.

After arriving at Pahokee, he did two full stop landings, and then headed for the Jupiter lighthouse. About 45 minutes later while heading southbound along the shoreline, after passing the lighthouse, and descending and leveling off at 400 feet, he went to add power and the engine did not respond. Mr. Barker checked to make sure the fuel valve was on both, and checked to make sure the primer was in and locked. He then tried to restart the engine. The engine would not however start. He believed that the best and safest place to land was the beach, so he extended the flaps and landed. It was smooth at first but then the nose wheel dug in.

Mr. Barker advised that he had about 10 hours in this particular airplane and never had a problem before.

When asked if the engine had made any noise before it stopped running, Mr. Barker advised that there were no noises prior to the engine stopping.

When asked if he had used carburetor heat during his descent down to 400 feet, he advised that he did not use it.