

Inspector Statement

07/23/2015

Jay Venable

07/23/2015 I conducted an interview with John W. Trissel Jr. , Airport manager for Eagles' Nest Airport while Inspector Possumato was providing the owner/pilot with written notice of Pilot's Bill of Rights.. Mr. Trissel was an eyewitness for the takeoff and subsequent crash of N91418. Mr. Trissel performed a contamination check of the fuel facility shortly after the crash and provided me with the inspection records. Fuel sales log shows the pilot purchased 26.7 gallons of fuel.

Mr. Trissel stated that the accident happened at around 11:00 a.m. We reviewed weather data from the computer screen. It showed a field elevation of 1436ft and a density altitude of approximately 2200ft. temperature was 73 degrees Fahrenheit with a dew point of 59 degrees. Winds were out of the east, southeast direction of 0-5 kts.

Mr. Trissel stated that he witnessed the pilot and passenger, the pilot's wife, fueling and loading baggage in the aircraft. Mr. Trissel said that in his opinion, it seemed like a lot of luggage for that type aircraft.

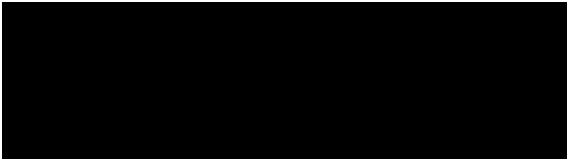
Mr. Trissel stated that he has witnessed that aircraft takeoff many times, but this takeoff roll seemed unusually long for that aircraft. He stated that he never saw it climb out and only had maybe 15 ft of altitude max before he lost sight of it. Mr. Trissel stated that before he lost sight of it, that the aircraft was in a high nose up attitude with the tail wobbling left and right. He then lost sight of it and asked another worker on the field if they saw the aircraft. After the other worker said no, Mr. Trissel then proceeded to call 911.

After I gathered Mr. Trissel's statement I went with the Pilot, Bill Krause, to his car to retrieve the maintenance records. He was thumbing through the binder at the records when he noticed a handwritten note about the aircraft weight and balance. He then proceeded to remove this record and stated he wanted to keep it to review it. I photographed the document and released it to him. I informed him that he will need to contact his insurance company to arrange for the wreckage removal and that they should coordinate with the FAA and the NTSB so that we may

be present for the removal and so we may be able to further examine the aircraft. Inspector Possumato released a limited number of personal items to the pilot/owner after photographing all items that were retrieved and released. The total weight of all items released is estimated to be around 20lbs.

07/24/2015- Photographed and scanned maintenance records.

07/28/2015- Returned to aircraft wreckage to perform airworthiness inspection. Verified control continuity, photographed instrument panel, and removed digital instruments to be tested by the NTSB. Mechanic Art Salatin, Inspector Bain and I examined the engine at Mr. Salatin's shop located on airport property. Magnetos were checked and found working properly. Valve covers removed and propeller shaft rotated. Continuity throughout the drivetrain was verified. Thumb compression test showed compression verified on all six cylinders. One cylinder had mud from the pond ingested into it, further indicating that the engine was making power. fuel screen checked, no clogs noted.



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Aviation Safety Inspector- Avionics