



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: July 28, 2015
Person Contacted: Darren T. Gaines
NTSB Accident Number: N92653

Narrative:

Mr. Gaines was contacted by phone on July 26, 2015 at 1536 EDT. He was called at [REDACTED]. He provided an e-mail address of [REDACTED].

During the call, he was advised that the NTSB has no authority to take any action against any individual, and that we exist for safety.

He indicated that he has a private pilot certificate with airplane single engine sea rating, and a commercial pilot certificate with airplane single and multi-engine land, instrument airplane ratings. He also holds a flight instructor certificate with airplane single and instrument airplane ratings.

He indicated that he has owned the airplane for about 13 years, and it is based at the Akron Fulton International Airport (AKR), Akron, Ohio, where it is kept in a hangar. It is equipped with a 65 horsepower Continental engine that operates on 100low lead fuel. It has a standard 12 gallon fuel tank, and is not equipped with wing fuel tanks. He was flying the airplane from AKR to Florida. He last flew the airplane in June 2015, and indicated that he did not fly it during the winter months. He indicated that he has not had any recent engine issues. The airplane is insured, but at the time of the call an insurance adjuster has not yet been assigned.

He provided the following timeline for July 24, 2015:

Flew from AKR to Cambridge Municipal Airport (CDI), Cambridge, Ohio. After landing at CDI, the fuel tank was filled with 100 low lead fuel. The flight departed CDI about 1630 EDT, and was VFR en route to Ona, West Virginia area. When the flight was near Southside, West Virginia, in cruise flight between 800 and 1,000 feet above ground level about 2,200 rpm, he reported the engine quit suddenly, then resumed power running briefly before quitting again. As

part of his emergency procedures he applied carburetor heat but did not check the magnetos. He looked around for a suitable landing place and spotted the Kanawha Valley Motorsports Park. He indicated that he did not secure the engine, and about the time the airplane contacted the ground, which was just before a guardrail, the engine surged. The airplane then impacted the guardrail and nosed over. He exited the airplane and noted there was a fuel leak. He indicated the vertical stabilizer and left wingtip were damaged, and the first responders walked on a wing.

The approximate accident site location was later determined to be located 78 nautical miles and 194 degrees from the departure airport.

The digest was e-mailed to him for review on July 26, 2015, about 1705 EDT, and he replied on July 28, 2015, at 1101 EDT, with changes that were incorporated into the narrative.