



MEMORANDUM FOR RECORD

Brian C. Rayner
Senior Air Safety Investigator
Eastern Region Aviation

July 30, 2015

Subject: ERA15LA287 Southside, WV
Name: Mr. Bob Finch – Assistant Manager –Cambridge Municipal Airport
Mr. Dave Mourer – Manager Cambridge Municipal Airport

Mr. Finch and Mr. Mourer were interviewed by telephone with regards to the accident listed above. The following is a summary of the interviews.

Mr. Finch was employed at the Cambridge Municipal Airport (CDI), Cambridge, Ohio. He said that he distinctly remembered the accident airplane landing, and taxiing to the fuel point because "we don't get a lot of J3 Cubs in here."

According to Mr. Finch, the pilot serviced his own airplane with fuel, but he assisted the pilot by chocking the wheels and attaching a grounding strap prior to fueling. He asked the pilot what the fuel capacity of the airplane was, and was told 12 gallons. Mr. Finch said the pilot serviced the airplane with not quite 5 gallons of fuel.

Mr. Finch said he chatted briefly with the pilot over a sectional chart about his intended route of flight to Ashland, Kentucky (DWU), as the pilot "didn't want to go anywhere near Charleston" West Virginia. The pilot explained that he did not have a GPS on board, and navigated solely by the sectional chart.

Immediately after the airplane was serviced with fuel, Mr. Finch removed the grounding strap and the wheel chocks and the pilot hand-propped the airplane for start. On the second attempt, the engine started and ran smoothly and continuously throughout taxi, takeoff, and the departure climb.

Mr. Finch was an aviation mechanic in the Navy, and had worked at CDI for 16 years prior to the day of the accident. He said, "I've listened to a lot of airplanes, and there was nothing wrong with that engine. It was smooth, no missing, no anything. I'm fascinated by J3 Cubs so I was excited when he came in here. After he started up, taxied out, and took off the engine sounded smooth."

Mr. Mourer was the manager of CDI Airport, and he was interviewed during the same telephone call with Mr. Finch.

Mr. Mourer was asked to verify the time stamp on the fuel receipt for the fuel purchase by the accident pilot. He said the time clock on the credit card machine was "16 minutes slow." The time stamp on the fuel receipt was 14:37, and therefore the purchase was at 14:53.



MEMORANDUM FOR RECORD

Brian C. Rayner
Senior Air Safety Investigator
Eastern Region Aviation

July 30, 2015

Subject: ERA15LA287 Southside, WV
Name: Mr. Jeff Hescht – Witness/First Responder

Mr. Hescht was a witness to the accident. The airplane landed on a drag strip, and Mr. Hescht was preparing for a night of racing when the accident occurred. Mr. Hescht was also a firefighter and responded immediately to the airplane to render aid. He was interviewed by telephone, and the following is a summary of the interview.

It was like he tried to land in the first 1/8 mile and then he went back up, and came back down, and tried to land in the second 1/8 mile. Mr. Hescht said he couldn't hear the engine over the race cars, but he did see the propeller moving.

I was the first one down to him, and at first I didn't see him move, but when he moved the first thing I asked him was "How's your fuel." He said, "Don't worry about the fuel, it's turned off."

Mr. Hescht said he didn't see any fuel spilling and didn't smell any fuel.

When I asked him what happened, he said "Engine failure." Then he said, "I don't know why I couldn't land here, I had plenty of room."



MEMORANDUM FOR RECORD

Brian C. Rayner
Senior Air Safety Investigator
Eastern Region Aviation

July 30, 2015

Subject: ERA15LA287 Southside, WV
Name: Chief Jeremy Bryant – Witness/First Responder

The Mason County, West Virginia 911 operator was contacted to confirm the times 911 calls were received for the accident listed above. She also provided the times that units were dispatched to respond to the accident. The operator then connected me to Chief Bryant of the Mason County Fire Department who coordinated his department's response to the accident.

Chief Bryant was asked if any remediation efforts were performed or requested at the crash site due to fuel spillage. He said, "Environmental was not called. There was nothing to remediate."