



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: February 11, 2016
Person Contacted: Linda Nevin
NTSB Accident Number: ERA15LA318

Narrative:

FAA Inspector Linda Nevin contacted NTSB on August 18, 2015, at 1248 EDT. She called from her personal cell phone of [REDACTED]

She indicated that the latitude and longitude of the accident site was 29 degrees 26.190 minutes North latitude and 082 degrees 56.733 minutes West longitude.

She provided the pilot's e-mail address of [REDACTED] and a phone number for him of [REDACTED]

She indicated that the airplane had an adequate quantity of fuel; they recovered 24 gallons of fuel from the airplane. Once it was uprighted, she drained about 1 ounce of fuel in the fuel strainer, the fuel sample was not contaminated. She reported that the carburetor bowl was drained into a glass jar and found to contain about 6 ounces of fuel that was blue in color consistent with 100 low lead; no contaminants were noted. The fuel selector was found on the right tank but was not in the detent; she indicated that as part of the pilot's emergency procedures he moved it but it did not have any affect. The emergency locator transmitter activated. She indicated the propeller was not damaged, and the nose landing was damaged.

The airplane was recovered by Michael O'Shea of Florida Air Recovery. The insurance adjuster is Aaron Hatch, whose contact is [REDACTED]

She indicated the engine had new magnetos, and top overhaul was performed.

She indicated that the pilot flew from Winter Haven, FL, to Perry, FL on August 15, 2015, where the airplane remained over the weekend. The airplane was fueled before departure to return to

Winter Haven, and she reported there were no fuel related issues from other airplanes fueled from the same source. A Discover card with the last 4 of [REDACTED] was used to pay for the fuel.

Plotting of the provided accident location revealed it was 50.48 nautical miles and 139 degrees from the departure airport.

The digest was sent to her via e-mail for review on February 9, 2016, at 1015 EST, and she replied on February 11, 2016, at 1027 EST, with, “[Good Morning Tim](#),

The attached Record of Conversation dated February 9, 2016 of the synopsis of our Conversation on August 18, 2015 is a correct accounting of our discussion of the aircraft accident NTSB Accident Number: ERA15LA318.

Thanks,
Linda M. Nevin
Principal Maintenance Inspector
[REDACTED],



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Date: February 11, 2016
Person Contacted: Linda Nevin
NTSB Accident Number: ERA15LA318

Narrative:

FAA Inspector Linda Nevin contacted NTSB on August 18, 2015, at 1631 EDT, and left a voice mail message. She called from [REDACTED]

She indicated that she was able to obtain a sample of fuel from the gascolator, reporting the gascolator screen was rusty. She kept the gascolator and screen. She inspected the fuel caps and reported both gaskets were deteriorated, with 1 being really deteriorated and rusty. She confirmed they drained about 12 gallons of fuel from each fuel tank, and reported the tanks did not start to leak until the airplane was "picked up."

She reported taking good pictures of the fuel caps and instruments.

The content of her voice mail message was typed up.



RECORD OF CONVERSATION

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Eastern Region

Date: February 8, 2016
Person Contacted: Dalton Baxter
NTSB Accident Number: ERA15LA318

Narrative:

Mr. Dalton /Mrs. was contacted by phone on August 19, 2015, at 1433 EDT. The phone number was not recorded.

He indicated that he is part owner of the airplane that is not equipped with an engine monitor. He did have an I-Pad and a panel mounted GPS installed, but reported it is not equipped with shoulder harnesses. The airplane is insured with AIG Aerospace.

He provided the following timeline:

August 15, 2015 – He flew from Winter Haven, Florida, to Perry-Foley, FL (40J) and reported the flight was about 1.7 hours and there were no issues with the airplane or engine during this flight.

August 16, 2015 – Airplane was not operated

August 17, 2015 – He arrived at 40J, for the intended return flight to Winter Haven, Florida. There was no flight plan filed and no flight following. He did not get a weather briefing, but listened to the synopsis, and called the ASOS at KCTY. He was seated in the left front seat and his father was seated in the right front seat, while his mother was in the back row. After takeoff with the mixture control full rich he climbed to 5,000 feet and leveled off, when he leaned the fuel to air ratio while operating the engine at 2,500 rpm. About 10 to 15 seconds later he felt a small vibration of the aircraft and noted a decrease in engine performance; he knew something was wrong. While descending he looked for a place to land and picked a hay field. While descending he turned on carburetor heat which remained on but this did not restore power and checked the magnetos reporting they were OK. He also moved the fuel selector from the both position to the left and right tank positions but this did not restore engine power. He confirmed

he did not lose oil pressure and the tachometer was jumping some, approximately 300 rpm during the issue. He maneuvered for a hay field but when near touchdown noticed a barb wire fence ahead. He cleared the fence, and banked left and touched down in a field with the main landing gear. When the nose landing gear contacted the ground the nose gear broke off and the airplane nosed over. He reported there were no injuries to himself or his parents. He estimated the time of the accident to be 1100 hours local.

He indicated that the temperature at 5,000 feet near Cross City was between 68 and 70 degrees Fahrenheit.

The digest was reviewed with him during the call and he agreed with the content.



RECORD OF CONVERSATION

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Sr. Air Safety Investigator
Eastern Region

Date: February 11, 2016
Person Contacted: Ric Riccardi
NTSB Accident Number: ERA15LA318

Narrative:

FAA Inspector Ric Riccardi returned the call to the NTSB on January 26, 2016, at 0818 EST. He called from [REDACTED]

He was contacted earlier to discuss findings of the engine run, and information contained in his e-mail dated January 20, 2016, at 1041 EST, in which he indicated, "Pulled all spark plugs and examined. All were fine. Manually turned over engine to verify engine valves were not stuck. All OK.

- Completed engine run. Engine run up to 2500 RPM, very stable, at 1800 RPM did mag check. Right Mag dropped 150 RPM, Left Mag dropped 120 RPM. Did a compression check No.1 cylinder 78#, No. 2 cylinder 69#, No. 3 cylinder 71#, No. 4 cylinder 56#."

He indicated that in advance of the engine run, he removed all spark plugs and reported all looked good. He manually rotated the crankshaft to verify valve train continuity and reported no valves were stuck or sticking. He believed a temporary fuel supply was plumbed into the carburetor and also thought the carburetor was replaced for the engine run. He indicated the engine was started using the propeller that was installed at the time of the accident. He reported the engine ran pretty smooth and indicated that a check of the magnetos was performed; the mag drops were OK. He also indicated that following the engine run, he performed a differential compression check of all cylinders and the only discrepancy was that the No. 4 cylinder was indicating either 56 or 57 psi/80 psi. He was asked if he heard any air sound by the intake or exhaust, and indicated he could not tell. He did not investigate the reason for the low reading.

He did indicate that safety concerns prevented full power application.

The digest was reviewed with him during the call. Because he thought the carburetor had been replaced and the reason for the No. 4 cylinder with low compression was not investigated further, further information from the facility is required.



RECORD OF CONVERSATION

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Sr. Air Safety Investigator
Eastern Region

Date: February 11, 2016
Person Contacted: Michael O'Shea
NTSB Accident Number: ERA15LA318

Narrative:

Mr. Michael O'Shea of Florida Air Recovery and Storage was contacted on January 26, 2016, at 0858 EST. He was called at [REDACTED]

He was contacted to obtain additional details concerning the engine run. He confirmed that he was present when the engine was run, and when asked how the fuel supply was plumbed he indicated it was directly applied to the carburetor. He confirmed the carburetor was not replaced, and indicated that they bypassed the starter during the engine run, which was performed with the damaged propeller installed.

After the engine run was performed, a differential compression test was performed to each cylinder. He indicated that he took a video of the engine run.

During the phone call he confirmed that NTSB investigator Dan Boggs was at their facility. He was asked if Dan had time to verify the readings related to the No. 4 cylinder, which the FAA inspector reported was 56 psi/80 psi. He was also asked if Dan could check the fuel vent and fuel supply systems for blockage, etc., since the fuel supply was plumbed directly to the carburetor.

The digest was reviewed with him during the call and he agreed with the content.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: February 3, 2016
Person Contacted: Wayne Baxter
NTSB Accident Number: ERA15LA318

Narrative:

Mr. Wayne Baxter was contacted on January 28, 2016, at 1458 EST. He was called at [REDACTED]. [REDACTED] He provided an e-mail address of [REDACTED].

He indicated at the beginning of the call that he thought the loss of engine power was related to carburetor ice.

He indicated that he is not a pilot, but is a diesel mechanic since he has been 16 years old. He also has owned airboats since 1983, that use a Lycoming O-540 engine. He indicated that since owning the accident airplane (FAA records indicated it was purchased June 1, 2014), they had a problem with one cylinder. Because his son was building time and was flying the airplane, they opted to replace all cylinders. He also indicated they replaced the carburetor, magnetos, and spark plugs, spending about \$14,000.00 on the work performed to the engine. He indicated the airplane was not equipped with shoulder harnesses at any position.

With respect to the accident flight, he indicated that before departure, the fuel tanks were filled. Some time after fueling his son performed a preflight inspection of the airplane, which included checking the fuel system for contaminants. He (Wayne) was in the right front seat while his son was in the left seat. After takeoff his son climbed to 5,100 feet and during cruise flight, the engine suddenly went to idle but never quit, like somebody had pulled the throttle back. He indicated the near total loss of engine power was not preceded by spitting or sputtering. He and his son questioned this, and his son began procedures to restore engine power. The procedures included advancing the throttle, and he reported that the engine power resumed shortly after his son advanced the throttle, but the engine then returned to idle state, to the point that he could see the propeller rotating. His son asked him about the engine oil pressure and oil temperature and he indicated they were both in the green arc range. He indicated the power loss and increase occurred several times. His son informed him that he needed to concentrate on

flying the airplane, and maneuvered the airplane for a forced landing in a hay field. When the flight was still high on approach to the hay field, they noticed a line of fence posts and his son maneuvered the airplane to another nearby field. Upon touchdown in the field, they hit a rise in terrain with the tail, and the airplane then stood up then completely nosed over. After coming to rest he and his son got out of their restraints and helped the rear seat passenger out of the airplane.

The digest was e-mailed to him for review on January 28, 2016, at 1605 EST, and he replied on January 29, 2016, at 1752 EST, with, "No changes Sent from my iPhone"



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: February 8, 2016
Person Contacted: Dalton Baxter
NTSB Accident Number: ERA15LA318

Narrative:

Mr. Dalton Baxter was contacted by NTSB on January 28, 2016, at 1556 EST. He called at [REDACTED]

He indicated that he did submit the NTSB Pilot/Operator Aircraft Accident/Incident Report, but I indicated I had not received it. He indicated he would send it tonight via his personal e-mail account.

With respect to the loss of engine power, he indicated he first noticed a vibration, then the engine lost power. At this first sign of vibration, he applied carburetor heat which he left on during the entire descent. So in his mind the loss of power was not attributed to carburetor ice.

He indicated that after the vibration, the engine went to idle. In an effort to restore power he pumped the throttle, and reported the engine would slowly gain 200 to 400 rpm, but would not achieve sustained power. He also indicated that he turned on the aircraft's auxiliary fuel pump, but that also did not restore engine power. During the descent he indicated he only had ½ power available.

He ended the call as he had to return to work, but indicated we would talk on 2/1/2016.

The digest was e-mailed to him for review on January 28, 2016, at 1620 EST, and he replied on February 2, 2016, at 1247 EST, with, "Yes the notes are spot on may we talk tomorrow sometime? Sent from Windows Mail"



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: February 3, 2016
Person Contacted: NTSB Investigator Daniel Boggs
NTSB Accident Number: ERA15LA318

Narrative:

NTSB Investigator Daniel Boggs was at Florida Air Recovery's facility on January 26, 2016, in support of another investigation. He was asked if he had time to verify the reason for the low compression in the No. 4 cylinder of the engine for NTSB investigation ERA15LA318. He was also asked if he could verify that the fuel supply lines from each wing root, through the fuel selector valve then to the engine compartment were clear. He was also asked to verify if the fuel vent lines were clear.

On January 28, 2016, at 1509 EST, he provided an e-mail to the NTSB investigator-in-charge indicating, "Tim, Per your request while I was at Florida Air Salvage, I looked at N84308 for you. I performed a compression check on all 4 [cylinders] and it was a very tight engine, the test was performed cold, however I still got 78/80 or better on all cylinders. I also looked over the fuel lines you requested and did not see any anomalies. I blew pressurized air from the top of the fuselage where the fuel lines connect to the wing fuel lines. I placed the selector valve in the left, right, and both positions and no anomalies were noted down to the [gascolator]."

He was contacted the next day and asked if he look at the fuel vent lines. He replied later the same day with, "I did look at the cross over [vent] tube in the fuselage. I did not look at the wings. I don't know where they were."

His words were cut and pasted into this digest.



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Eastern Region

Date: February 8, 2016
Person Contacted: William H. Roberts
NTSB Accident Number: ERA15LA318

Narrative:

Mr. Roberts who is the manager of the Perry-Foley Airport (40J) contacted NTSB by phone on February 8, 2016, at 1304 EST. He called from [REDACTED] and was responding to the NTSB e-mail request for fuel records related to N84308, and 40J.

He indicated that when he was first notified of the accident (by FAA Inspector Linda Nevin inquiring about fuel records), he took a sample of fuel and no water or contaminant was found. He also indicated that they sold fuel before and after the accident airplane was fueled and reported no fuel related issues. He indicated that had there been an issue related to the quality of fuel, they would have suspended fueling.

He confirmed the accident airplane was fueled from the self-service fuel farm. He confirmed they do have an inspection report of the facility and will provide. He also indicated he would scan and e-mail NTSB copies of the requested items which include:

1. Fuel Receipt and Invoice
2. If it was fueled from a truck, please provide me a copy of the truck log sheet for that day.
3. Also, please advise me if the truck has water absorbing filters, and if there have been any complaints related to fuel from the same source as this airplane.
4. Please also send me the daily inspection records for the facility that fueled the airplane on 8/17/2015.

The digest was reviewed with him during the call and he agreed with the content.