

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 1300 CDT	DATE 06/14/2016										
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Bill W. Kelley		ROUTING <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%; padding: 2px;">SYMBOL</th> <th style="width: 50%; padding: 2px;">INITIALS</th> </tr> <tr><td style="height: 20px;"></td><td></td></tr> <tr><td style="height: 20px;"></td><td></td></tr> <tr><td style="height: 20px;"></td><td></td></tr> <tr><td style="height: 20px;"></td><td></td></tr> </table>		SYMBOL	INITIALS								
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SUBJECT Accident ERA16LA214. Pietenpol Aircamper, N67RH, hit power lines and													
crashed into lake near Lula MS, 06/09/2016 at 1702 CDT.													
DIGEST My name is Michael E Jones. I am employed by the Federal Aviation Administration (FAA), Flight Standards District Office (FSDO), 100 West Cross Street, Suite C, Jackson MS 39208, as an Aviation Safety Inspector. This is my Record of Conversation with Mr. Bill Kelley, concerning accident ERA16LA214. I contacted Mr. Kelley at [REDACTED]. He explained to me that at 80 years old, he did not normally fly by himself. He usually flies with his son. On this day, they had just cleaned the aircraft and decided to fly. His son hand propped the aircraft and told Mr. Kelley that he wanted to run in the house and get a couple bottles of water and suggested that Kelley fly around the lake then return to the landing strip and pick him up to go flying some more. Kelley took off from his private airstrip on Moon Lake, and flew over his old property, then while turning back to the lake, he blacked out and doesn't remember anything until he heard voices. He then realized he was in the water and people were helping him out of the aircraft and into a boat. They attached the aircraft to the boat and dragged it to near the shore. He had cut his mouth and was bleeding. He had knocked a tooth from his partial plate. He was the airlifted to Memphis. He had no broken bones and was released the next morning. He said there was nothing wrong with the engine or the way the aircraft was flying. He proceeded to tell me that the wrecker crew that removed													
CONCLUSION, ACTION TAKEN, OR REQUIRED													
DATE 06/21/2016	TITLE ASI, ASW-FSDO-31	SIGNATURE [REDACTED]											

DIGEST (CONT.)

the aircraft from the lake destroyed the aircraft and would not let him have it. He planned to remove the aircraft from the lake and remove the wings and take it home to repair. He told me that he had owned 81 aircraft and this one was his 31st experimental aircraft. I explained that the aircraft would be released when the accident investigation was complete. I told him I would need to see the aircraft maintenance records and a copy of his current medical certificate. And that I would need to know some of his pilot information for hours flown to complete my report. He then told me that the aircraft logbooks were stolen in 2014 and that the aircraft had 900 hours on it. He told me that he had congestive heart failure in May 2014 and again in May 2015 and had stints in place. He was flying on his pilot certificate [REDACTED] and his Arkansas drivers license [REDACTED]. He lost his pilot logbook in 1981 and has 3000 plus hours total flying time. I asked if the aircraft had a current condition inspection. His response was that he used to have a mechanic that worked on his other aircraft but had not had this aircraft worked on. This aircraft was built in 1984 and he purchased it in 2013. I told him I would send an e-mail requesting a statement and other information to complete the report.



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: June 17, 2016
Person Contacted: Bill Kelley (Pilot)
NTSB Accident Number: ERA16CA214

Mr. Kelley was interviewed over the telephone.

According to Mr. Kelley, He would normally fly with his son but on the accident flight, his son hand propped the airplane for him and told him to fly around the lake and then come back and pick him up. His son then went inside for some bottled water, and Mr. Kelley took off from the grass airstrip that was located at his house.

Mr. Kelley then flew over some property he used to own and was turning the airplane back towards his airstrip when he believed that he struck a powerline and blacked out. The next thing he remembered was people helping him out of the airplane.

Mr. Kelley also stated that he did not remember hitting the powerline, that there was nothing wrong with the airplane, or engine.