



MEMORANDUM FOR RECORD

Douglass Brazy
Air Safety Investigator
Eastern Region Aviation

February 3, 2016

Subject: ERA16FA097, N401PT, Lancair IV-P, 01/30/16, Albany, Georgia, Record of Conversations with Mr. Agnew James, Ms. Ruth Crawford, January 1-February 2, 2016.

Mr. Agnew James saw a portion of the accident flight and provided the following information:

He was driving in his car with the windows up and had just turned from Hemlock drive onto Evergreen drive when he saw the airplane in flight. He said to himself "what kind of maneuver is that?" He said that one of the wings was pointed at the sky, the other toward the ground. He did not recall which wing was pointed toward the ground or sky, however when he used his arms to demonstrate what the airplane looked like, his right arm was extended toward the ground and his left arm toward the sky. A few seconds later he saw a fire on the ground. He did not hear the engine, but did hear an explosion after it impacted the ground. He believed the airplane was travelling towards him and away from the airport as it flew, he did not recall if the propeller was spinning. He called 911 immediately and waited for responders which arrived at the scene about 3 minutes later.

Ms. Ruth Crawford provided the following information:

Ms. Crawford was outside her residence at her mailbox when she observed the airplane at the start of the runway. She could hear the engine which sounded "normal." She then went inside her home. Moments later, she went back outside and observed the airplane flying "sideways" and downward. As the airplane descended she heard the engine noise increase. She then heard a loud boom, moved to the fence line on her property which is adjacent to the airport, and then heard and saw an explosion.



MEMORANDUM FOR RECORD

Douglass Brazy
Air Safety Investigator
Eastern Region Aviation

February 3, 2016

Subject: ERA16FA097, N401PT, Lancair IV-P, 01/30/16, Albany, Georgia, Record of Conversations with Mr. Phillip Connor and Mr. Audie Trice, Eagles of America FBO.

Mr. Connor and Mr. Trice were employed at the Eagles of America fixed base operator located at the Southwest Georgia Regional Airport (ABY).

On February 1, 2016, Mr. Connor provided the following information:

About 2 weeks prior to the accident, Mr. Coalson and Mr. Knight contacted Mr. Connor, and told him that the airplane's generator stopped working on a flight back to ABY. They had tried to reset it a couple of times without success. They had asked Mr. Connor to take a look at it, which he did. He opened the cowling and did not see any broken wires or other obvious deficiencies. They asked if Mr. Connor if he would charge the batteries sufficiently for them to fly the airplane to Florida, if he was unable to repair the generator. Mr. Connor also took some photos of the nose gear door which was damaged during a previous takeoff. Mr. Knight explained that he believed the damage to the nose gear door occurred because he did not neutralize the rudder and the nose wheel may have been angled at the time he retracted the landing gear.

Mr. Connor said that Mr. Knight and Mr. Coalson subsequently flew the airplane to Florida for maintenance on the started generator and the nose gear door. They reported to him that the starter generator functioned during the flight to Florida, and was replaced while there. A newly manufactured nose gear door was also installed. Mr. Knight was concerned that the landing lights installed on the nose landing gear may have been what struck the gear door, and he was interested in finding a lower profile set of lights.

Mr. Connor said that Mr. Knight did not have any experience flying the Lancair prior to his purchase of N401PT.

Mr. Trice provided the following information:

Mr. Trice advised that each time he saw Mr. Knight and Mr. Coalson fly the airplane, Mr. Knight was seated in the left seat, including on the accident flight. Mr. Trice said he observed Mr. Knight flight the airplane alone on two previous occasions, and with Mr. Coalson and the accident passenger, on one previous occasion.

Mr. Trice said that the fuel order on the day of the accident was to top-off all tanks, and he believed the auxiliary tank located in the baggage compartment held 30 to 35 gallons.



MEMORANDUM FOR RECORD

Douglass Brazy
Air Safety Investigator
Eastern Region Aviation

February 3, 2016

Subject: ERA16FA097, N401PT, Lancair IV-P, 01/30/16, Albany, Georgia, Record of Conversations with Mr. Gable Dyes

Mr. Dyes was a friend of both Mr. Coalson and Mr. Knight. Mr. Coalson was Mr. Dyes' flight instructor.

On February 3, 2016, Mr. Dyes provided the following information via telephone:

Mr. Dyes saw Mr. Knight on January 12, 2016. Mr. Knight said "Do you know what they did to my plane? They put the wrong fuel in it". Mr. Dyes recalled he thought it was about 20 gallons of 100 low-lead aviation fuel.

Mr. Knight subsequently called someone to ask for advice, either the previous owner or someone in Deland, Florida, who advised that he top off the airplane with Jet-A fuel, and then burn the contaminated fuel through. Mr. Knight said that he did do that, sometime in the week prior to 1/12/16.

Mr. Dyes said that at that time, Mr. Knight did not have enough flight experience in the airplane to meet his insurance company's requirements. [according to the insurance company representative, there was no specific amount of flight time required. The policy required that he receive ground and flight training in that make/model and have an instructor endorsement, prior to solo flight].

Mr. Dyes said that it was Mr. Knight's intentions were to receive flight training in the airplane from Mr. Coalson, after Mr. Coalson received his training in Deland, Florida.

He recalled that Mr. Coalson was very excited to fly the Lancair, more so than when he spoke of flying the Cessna Citation. Mr. Dyes did not know if Mr. Coalson had any previous experience in the Lancair.



MEMORANDUM FOR RECORD

Douglass Brazy
Air Safety Investigator
Eastern Region Aviation

January 31, 2016

Subject: ERA16FA097, N401PT, Lancair IV-P, 01/30/16, Albany, Georgia, Record of Conversations with John Cook

Mr. Cook provided flight instruction to Mr. Coalson and ground instruction to Mr. Coalson and Mr. Knight.

On January 31, 2016, Mr. Cook Provided the following information via telephone:

Mr. Knight initially contacted Mr. Cook in October 2015, insuring about assistance with a pre-purchase evaluation of N401PT. Sometime later, Mr. Cook flew the airplane from Virginia to his base in Deland, Florida, where he performed an inspection. The only issue he recalled was that the right wing spar had been previously repaired, and he was satisfied that the repair was performed satisfactorily. Mr. Knight purchased the airplane on December 10, 2015, and it then then remained in Deland until the week of January 4, when Mr. Knight and Mr. Coalson travelled to Deland for training, and to pick up the airplane.

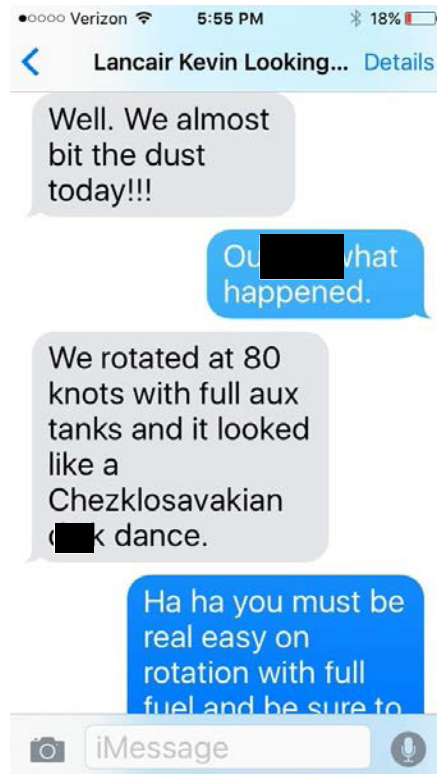
The first few training flights were performed with Mr. Coalson in the left seat, and Mr. Knight in the back seat. Mr. Knight did not fly the airplane during any of the training flights that week. Mr. Knight returned to Georgia while Mr. Coalson remained in Deland and received a total of 9 hours of flight instruction, all while flying from the left seat of N401PT. Mr. Coalson did not have his logbook with him at the time, as such no entries were made in it by Mr. Cook. Mr. Cook said he was "happy" with Mr. Coalson's performance after the instruction, which included slow flight, power on and power off rudder control, unusual attitudes, chandelles, lazy 8's, climbing and descending turns. He added that they did not perform touch and go's, because it was "too easy to overspeed [the landing gear]". He said Mr. Coalson was proficient at takeoffs and landings, and he was a "very good pilot".

Mr. Cook said he advised Mr. Coalson to get some dual instruction from the right seat, which he had not done, to Mr. Cook's knowledge. He added that Mr. Coalson had not flown the Lancair prior to coming to Deland.

Mr. Cook said that for takeoff, he normally would rotate at about 85 or 90 knots, and then transition promptly to a high pitch attitude, to avoid overspeeding the landing gear. He further offered that at slower airspeeds or higher density altitudes, the gear should not be retracted too soon after takeoff, because as the landing gear doors may cause a yawing moment. The direction of the yawing moment was a function of which of the gear doors

began operating first during retraction, which can vary. He said this effect was more pronounced in ground effect.

About 2 weeks prior to the accident, Mr. Coalson sent the following text message to Mr. Cook:



Mr. Cook said that the nose gear door was damaged during the same takeoff referred to in this text message.

Mr. Cook said that Mr. Knight and Mr. Coalson subsequently flew N401PT to Deland to have the nose gear door repaired or replaced, and maintenance on the starter generator. When they arrived, Mr. Knight was in the left seat, and Mr. Coalson was in the right seat. Mr. Cook said that he believed the damage to the nose gear door, which occurred during the landing gear retraction, was likely the result of uncoordinated flight during which the side slip wind pushed the gear door inward, and impinged against the nose wheel.

Mr. Cook said that Mr. Coalson contacted him after a flight on January 25, to discuss the autopilot which Mr. Coalson reported was oscillating in pitch while in cruise flight at 27,000 feet.

On February 8, 2016 Mr. Cook telephoned and provided the following:

Mr. Cook became aware of an event involving another Lancair IV-P turbine, in which the engine power was inadvertently reduced to near idle shortly during takeoff, and the airplane nose suddenly yawed to the right.

He further stated that the Lancair IV-P turbine, fully loaded should take about 2000' of runway to get airborne on a cold day, if rotated at 90 knots.