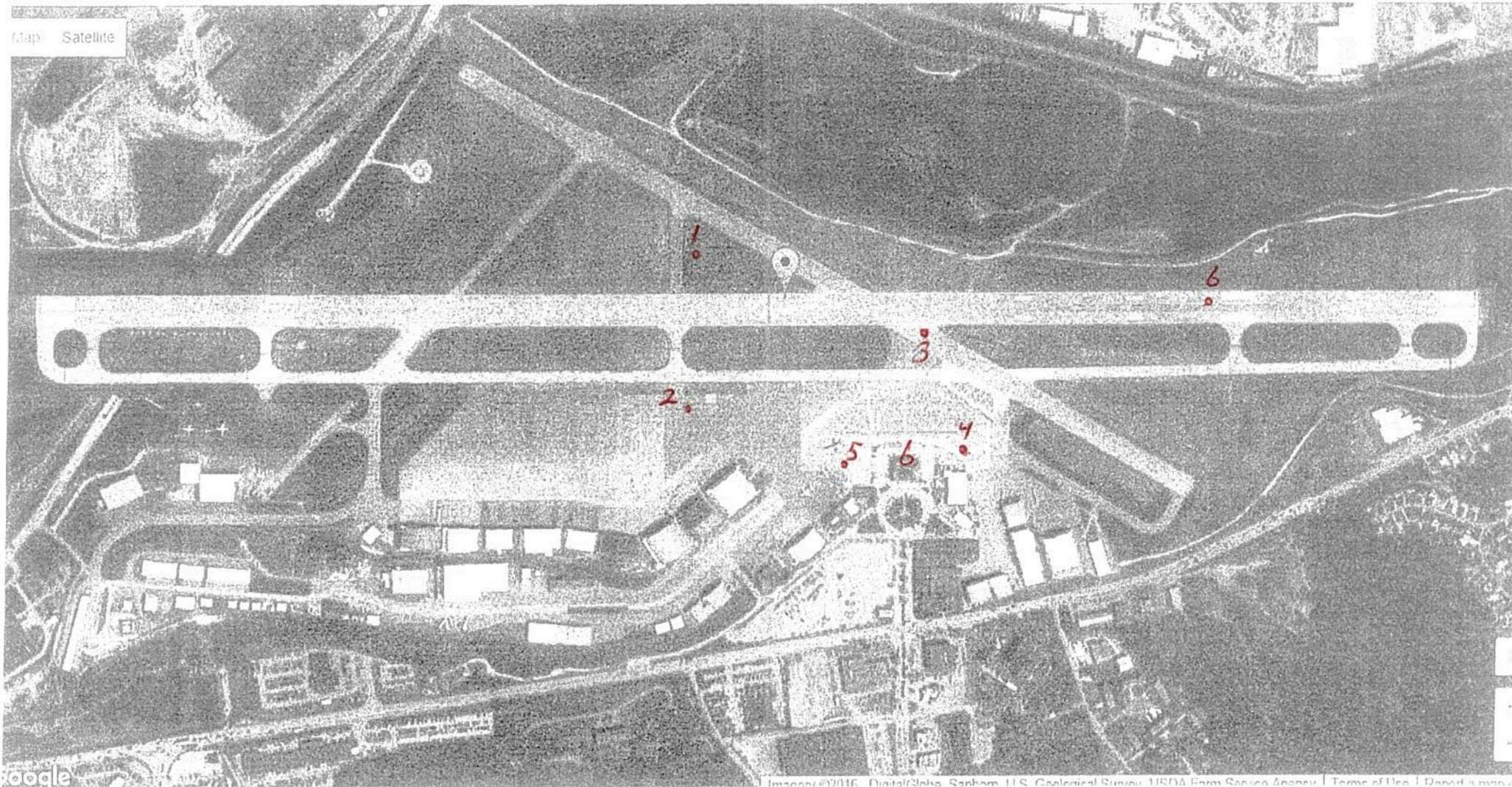


- 1 A/C came to rest
- 2 Mr. Hayes
- 3 Taxiway Charlie

4. Mr. Graham
5. Mr. Wilson
6. Tower

STATEMENTS





U.S. Department
of Transportation
**Federal Aviation
Administration**

Allegheny Flight Standards District Office

Pittsburgh, PA 15227

INSPECTOR WRITTEN STATEMENT

DATE AND TIME: 8-1-16 11:00 EST	LOCATION Telephone call into FSDO
AIRCRAFT / AIRMAN INFORMATION (IF APPLICABLE) AIRCRAFT REGISTRATION-N5940 MAKE / MODEL-YAK 11 SERIAL NUMBER-210 AIRMAN NAME-Stephen J. Connolly AIRMAN CERTIFICATE NUMBER [REDACTED]	INSPECTOR NAME / PHONE James L. Olsen [REDACTED]
FILE NUMBER: [REDACTED]	

REASON FOR STATEMENT: ACCIDENT INVESTIGATION N5940 7-25-2016 9:45 EST

WRITTEN STATEMENT

ON 8-1-2016 DURING AN INTERNET REVIEW OF N5940 I FOUND PICTURES OF N5940 POSTED BY AN AIRCRAFT BROKER GEORGE COY. I CONTACTED THE MR. COY AND ASKED IF HE HAD ADDITIONAL PICTURES OF THE INTERIOR OF N5940, HE STATED HE MAY HAVE AND WOULD GET BACK TO ME. MR. COY CALLED BACK AND GAVE THE NAME AND PHONE NUMBER OF MR. STEPHEN CONNOLLY THE FORMER OWNER / PILOT OF N5940. MR. COY STATED MR. CONNOLLY HAD PREVIOUSLY OWNED THE AIRCRAFT AND HAD A PROBLEM WITH A FUEL PUMP AND WOULD BE WILLING TO TALK TO ME ABOUT IT.

ON 8-1-2016 AT 10:39 EST I CALLED MR. CONNOLLY HE ANSWERED AND STATED HE WOULD CALL BACK. AT 11:00 EST I RECEIVED MR. CONNOLLY'S CALL BACK.

INTRODUCED MYSELF AND ASKED IF HE HAD HEARD ABOUT THE ACCIDENT WITH THE YAK 11. MR. CONNOLLY STATED HE HAD. I QUICKLY RESTATED THE ABOVE CONVERSATION AND WE SPOKE ABOUT MR. CONNOLLY EXPERIENCES WITH N5940.

MR. CONNOLLY STATED THE FOLLOWING:

HE OWNED THE AIRCRAFT FOR ABOUT 13 YEARS, BOUGHT IT FROM THE MAN THAT MODIFIED IT WITH THE P&W 1830.

ABOUT 10 YEARS AGO DURING A CROSS COUNTRY TRIP ON THE GROUND AT JACKSON HOLE WYOMING A LINE MAN STATED TO HIM THAT HE NOTICED A STRONG FUEL SMELL WHEN WALKING UP FROM BEHIND THE AIRCRAFT. MR. CONNOLLY FOUND A MECHANIC AND ASKED HIM TO LOOK AIRCRAFT OVER. NOTHING WAS FOUND AT FIRST, LATER WHEN THE AIRCRAFT WAS STARTED THE OWNER DID NOTICE FUEL SMELL AND SOMEONE NOTICED FUEL COMING OUT OF THE BELLY , FURTHER INVESTIGATION BY THE MECHANIC SHOWED A FUEL PUMP DIAPHRAGM WAS LEAKING. NOTE: THIS A/C HAS TWO SIMILAR

Page 1 of 2

FUEL PUMPS, ENGINE DRIVEN AND ELECTRIC DRIVEN. THE ELECTRIC BOOST PUMP IS ON FOR STARTING, TAXI, TAKEOFF AND LANDING. BOTH PUMPS SHOULD HAVE AN OVERBOARD DRAIN IN CASE OF LEAKAGE THIS IS A STANDARD PRACTICE.

NOTE: MR. CONNOLLY HAD A LITTLE DIFFICULTY REMEMBERING WHICH FUEL PUMP DIAPHRAGM WAS LEAKING.

THE PUMP THAT REPLACED THE AIRCRAFT'S LEAKING PUMP CAME OUT OF TEXAS AND WAS FOUND TO BE LEAKING UPON FIRST TESTING IN AIRCRAFT. MR. CONNOLLY LATER RETURNED THE PUMP AND WAS CREDITED FOR ITS EXPENSE. "MR. CONNOLLY STATED THIS WAS AN OLD STOCK PUMP" A SECOND PUMP WAS PURCHASE FROM ANOTHER SUPPLIER WAS INSTALLED AND OPERATED SATISFACTORILY.

MR. CONNOLLY STATED THE BELLY OF THE AIRCRAFT WAS A LARGE ALUMINUM PANEL HELD ON WITH FASTENERS AND WHEN REMOVED EXPOSED THE ELECTRIC FUEL BOOST PUMP, FUEL PLUMBING, RUDDER CONTROL CABLES, TORQUE TUBES FOR FLAP AND AILERONS, A CENTER FUEL TANK AND ALL THE ITEMS UNDER THE PILOTS COMPARTMENT, MR. CONNOLLY STATED IT WAS OPEN DOWN THERE AND YOU COULD TOUCH THE BOTTOM OF THE SEATS.

MR. CONNOLLY STATED WHEN HE SOLD THE AIRCRAFT TO IRA "MR. IRA SALIGMAN" HE GAVE ALL THE RECORDS TO IRA AND THERE SHOULD BE A YELLOW TAG FROM THE REPLACED PUMP. END JLO

[REDACTED]

Aviation Safety Inspector /

8-2-2016

Date



U.S. Department
of Transportation
**Federal Aviation
Administration**

Allegheny Flight Standards District Office

Pittsburgh, PA 15227

INSPECTOR WRITTEN STATEMENT

DATE AND TIME: 7-27-2016 11:00	LOCATION AGC
AIRCRAFT / AIRMAN INFORMATION (IF APPLICABLE) AIRCRAFT REGISTRATION-N5940 MAKE / MODEL-YAK 11 SERIAL NUMBER-210 AIRMAN NAME-John Graham AIRMAN CERTIFICATE NUMBER-[REDACTED]	INSPECTOR NAME / PHONE James L. Olsen [REDACTED] Interview John Graham approached investigation party 7-26-16 @ AGC @ aircraft after it was moved.
FILE NUMBER: [REDACTED]	

REASON FOR STATEMENT: ACCIDENT INVESTIGATION N5940 7-25-2016 9:45 EST

WRITTEN STATEMENT

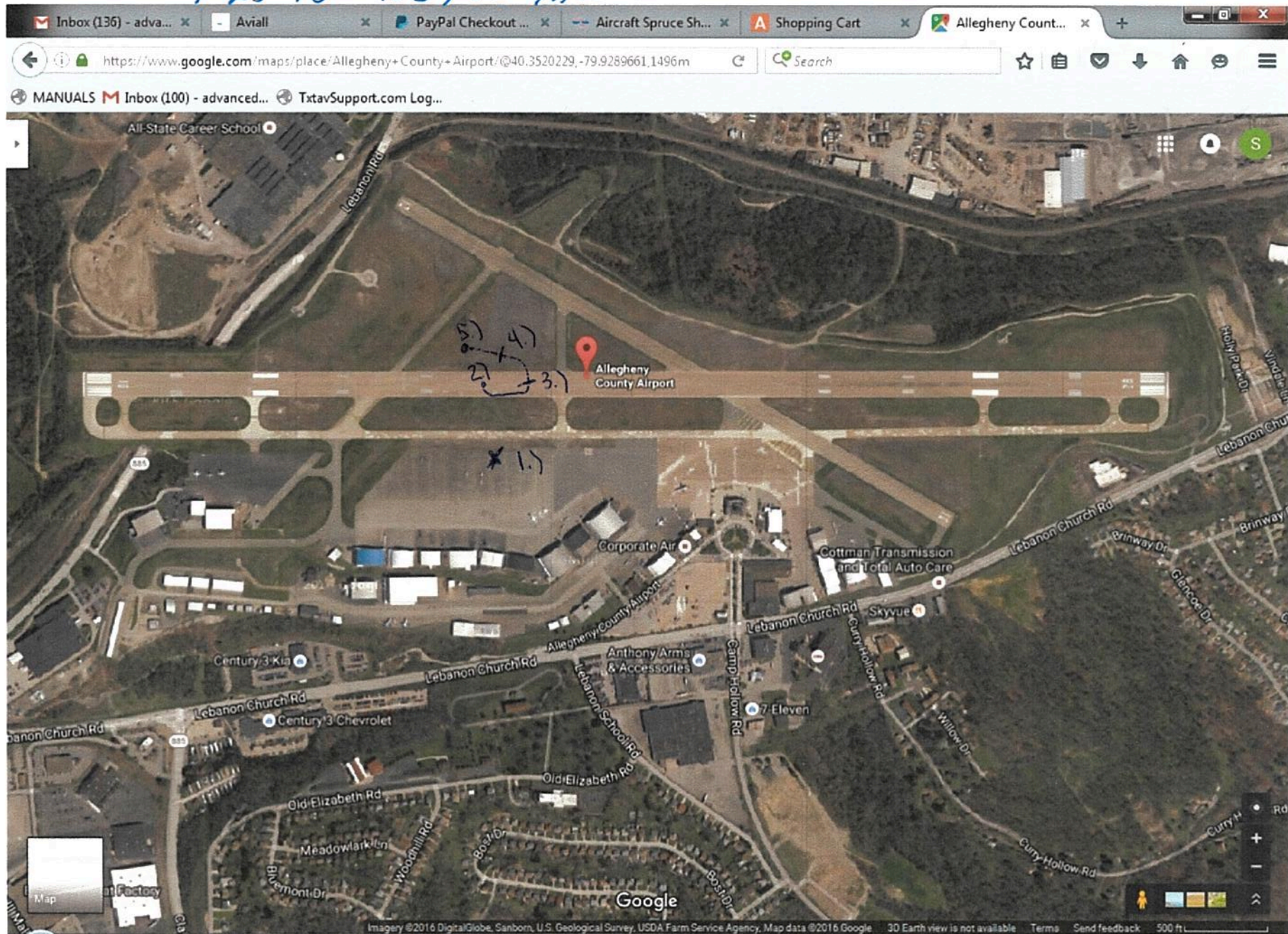
MR. JOHN GRAHAM APPROACHED INVESTIGATION PARTY, MYSELF AND NTSB TODD GUNTHER AND STATED HE HAD WITNESSED THE YAK 11 LANDING AT AGC THE DAY BEFORE.

NOTE; MR. GRAHAM IS THE OWNER OF PITTSBURGH INSTITUTE OF AERONAUTICS LOCATED AT KAGC AIRPORT AND HAS FLOWN OUT OF KAGC FOR MANY YEARS, HE OWNS AND OPERATES MANY HIGH PERFORMANCE AIRCRAFT INCLUDING A RADIAL POWERED HOWARD.

MR. GRAHAM STATED;
HE WAS OUTSIDE PITTSBURGH INSTITUTE OF AERONAUTICS HANGARS. MR. GRAHAM STATED THE SOUND OF THE BIG RADIAL ENGINE CAUGHT HIS ATTENTION BECAUSE HE OWNS ONE. THE AIRCRAFT LANDED ON RUNWAY 28 AND WAS ROLLING DOWN THE RUNWAY IT APPEARED TO HAVE ROLLED A LITTLE PAST TAXI WAY CHARLIE APPARENTLY IT WAS TURNING AROUND WHEN HE HEARD A LOUD NOISE AND SAW A LARGE FIRE FLASH LIKE A BACK FIRE THE AIR CRAFT CONTINUED AROUND AND OUT INTO THE FIELD. AFTER A SHORT TIME SOME VEHICLES HEADED TOWARDS THE AIRCRAFT, THE AIRCRAFT AT FIRST ONLY HAD A LITTLE AMOUNT OF SMOKE COMING FROM IT BUT THE SMOKE AND FIRE CONTINUED TO GROW. MR. GRAHAM WAS ABLE TO TAKE SOME VIDE WITH HIS PHONE. I ASKED MR. GRAHAM ABOUT THE ACTUAL TOUCH DOWN AND HE STATED IT WAS NOT A HARD LANDING AND APPEARED TO BE NORMAL. END JLO

[REDACTED]
ASI 8-2-2016

Witness Derek Hayes as told to ASI Stewart Beck
7-25-16 N5940 YAK II



1.) My location

2.) Initially seen aircraft

3.) Seen a single flame

4.) Pilot exiting aircraft

5.) Aircraft stops

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 11:45EST	DATE 07/26/2016
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Rick Haskins, Fueller for Corporate Air - Talked/transported the Pilot			
Richard Boucek, FAA Inspector			
James Olsen, FAA Inspector [REDACTED]			
SUBJECT Interview with Mr. Haskins about the YAK 11 (N5940) aircraft fire that			
occurred on July 25, 2016 at Allegheny County Airport (KAGC).			
DIGEST Mr. Haskins was interviewed at Corporate Air headquarters located at Allegheny County			
Airport (KAGC). Mr. Haskins stated that he was working on the hanger door when he received			
information about an aircraft fire on the airport grounds. Mr. Haskins immediately grabbed			
the line service golf cart and started toward the the aircraft. Mr. haskins was not far			
across the ramp when he saw the pilot approach his golf cart. Mr. haskins stated that the			
pilot was severely burned and was in need of serious medical attention. The pilot was			
wearing a T-shirt and cargo shorts that were not burnt. The pilot was burnt on the right			
side of his face, arms and legs and his left shoe was also severely burnt . Mr. Haskins			
placed the pilot on the golf cart and asked the pilot what happened? and the pilot (Ira			
Saligman) stated " a fuel line came apart". Mr. Haskins then transported the pilot to STAT			
MedEvacs hangar to see if there were any medics available. Mr. Haskins woke up several			
Medics at the hangar, and they immediately started to administer aid to the pilot. Soon			
after the STAT Medics started administering aid the Baldwin, Pa EMS crew arrived to			
transport the patient to Mercy Hospital in Pittsburgh, PA.			
CONCLUSION, ACTION TAKEN, OR REQUIRED N/A			
DATE 07/28/2016	TITLE AVIATION SAFETY INSPECTOR, POI	SIGNATURE [REDACTED]	

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 13:30EST	DATE 07/26/2016
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Jake Wilson, Line Service for Corporate Air / First on Scene			
Richard Boucek, FAA Inspector			
James Olsen, FAA Inspector			
SUBJECT Interview with Mr. Wilson about the YAK 11 (N5940) aircraft fire that			
occurred on July 25, 2016 at Allegheny County Airport (KAGC).			
DIGEST We met with Mr. Wilson at Corporate Air headquarters located at Allegheny County airport			
(KAGC) to conduct this interview. Mr. Wilson stated that he was standing in the line			
service booth looking out the window watching the YAK 11 land on runway 28. From Mr.			
Wilsons vantage point only the left side of the aircraft would be visible. Mr. Wilson			
stated that after the aircraft touched down he "heard a loud backfire and saw flames shoot			
out from under the right wing". Mr. Wilson saw the aircraft veer off the runway between			
taxiway Charlie and the windsock and catch on fire. Mr. Wilson started running toward the			
aircraft then turned around and grabbed two fire extinguishers and took a Tug to the scene.			
Mr. Wilson said that when he pulled up on the Tug the pilot was standing near the wind sock			
behind him, located mid-field. The pilot was severely burned and in a "zombie like state".			
Mr. Wilson tried to extinguish the aircraft fire from the right rear and was not			
successful. Mr. Wilson stated that the fire appeared to be coming from under the rudder			
pedals and the fire was confined to the cockpit of the aircraft.			
-----Continued on Reverse-----			
CONCLUSION, ACTION TAKEN, OR REQUIRED N/A			
DATE 07/28/2016	TITLE AVIATION SAFETY INSPECTOR, POI	SIGNATURE 	

DIGEST (CONT)

Mr. Wilson then approached the left side of the aircraft, found a hole in the skin and sprayed retardant into the opening. This method almost extinguished the fire but then the flames got larger. Mr. Wilson said that at this point he saw fuel dripping from under the aircraft and then the aircraft was engulfed in flames.