



MEMORANDUM FOR RECORD

Heidi Kemner
Air Safety Investigator
Eastern Region Aviation

August 31, 2016

Subject: ERA16FA289 – Flight Instructor Interview
Who: Mr. Charles Phillips & Attorney Mr. Minyard

In a conversation with Mr. Phillips, he stated the following:

- Jason went to Kiawah and the annunciator light for the fuel pressure had come on.
- He told Mr. Phillips that there was no loss in fuel pressure, and it didn't act like it would quit, but the light came on, and he turned the emergency fuel boost pump on.
- He had the oxygen serviced, oil changed in the engines, oil filters change, and the electric fuel pump checked.
- There are three fuel pumps for each engine, there is the main pump, the engine driven pump, and the emergency pump.
- In South Carolina, the mechanic ran the right engine boost pump, but didn't find anything wrong.
- Mr. Phillips went to Austin, TX in airplane, before the pumps were replaced in July, and when he was leaving there the right engine acted like it was going to quit about a thousand feet above ground level. The fuel pressure on the right engine was dropping below the red line. He put the boost emergency pump on and it came right back up. After a few minutes, he turned emergency pump off, and fuel pressure started to drop below the red line again for the right engine. Put the emergency pump on again and left it on for about 45 minutes. Then, he decided to see if the fuel pressure would stay up without the emergency pump on, so he turned off the boost pump, and the fuel pressure stayed up.
- So, Jason took the airplane to the mechanic, and had him replace the right engine driven pump and the boost pump.
- There were 6 fuel pumps on the engine. 3 on each engine.

- When the fuel pump issues occurred, they were all on the right engine. The left engine didn't have any problems.
- When turned off the boost pump, the fuel pressure would drop below the green. When he turned it on and off again, it would act normal. It seemed to be an intermittent issue.
- When Mr. Phillips saw the annunciator, it was the right engine boost light would come on, when the needle went out of the green into the red for fuel pressure.
- Jason never expressed issue with the fuel pumps after they were replaced.
- Mr. Phillips didn't see an issue with the fuel pumps after they were replaced.
- Mr. Phillips texted Jason on the 10th and asked if everything was ok for the flight down to Florida and Jason responded that everything was fine. He said the screen on the EDM was going out. It's a backup instrument, lots of redundancy in this airplane. It's a really nice airplane.
- Mr. Phillips said the screen on the EDM would go out after about an hour into a flight. It seemed like a transistor would go out. It happened every once in a while, but it wasn't happening all the time.
- This airplane burned about 38 to 40 gals per hour on average, and performed its best at 10,000 feet to 12,000 feet.
- Also, they would keep the engine temperatures at or below 1600 TIT and the powerplants were perfect. That's what they leaned the engines to at cruise altitude.
- Mr. Phillips said that all I did was ride with him on cross countries with people. You can't really do any training, especially single engine training with people in the airplane. He made sure Jason's power settings were good and things like that.
- He had a Seneca too; it had a Garmin 750 on it, too. Jason was highly intelligent and was a very smart man.
- Jason got his multiengine certificate years ago.
- Jason didn't do any multi engine training with Mr. Phillips. No one else trained Jason on the accident airplane that Mr. Phillips knew of. Jason took the airplane Pilot Operating Handbook home and read it. He did good preflights and was thorough.
- Mr. Phillips didn't think Jason had any experience in the Navajo before this airplane.
- Jason could handle the airplane well and he was an excellent pilot.
- Most of Jason's time was multi time, his dad gave him the Seneca and that's all he had been flying for his pilot career. Jason had about 800-1000 flight hours in multi engine airplanes.
- Mr. Phillips didn't practice any single engine operations or emergency procedures with Jason in the accident airplane. "You can't do any of those things with people in the airplane and we always flew the airplane with people in it. We had plane

loads of people all of the time. There was one night we went out and did night takeoffs and landings, that's the only time we were together alone in that airplane. Otherwise we would go on trips that he had with other people in the airplane."

- When asked about Jason's checklist usage, he said that Jason had a plastic checklist, it was a good one, but it was for the 325, instead of the -350, I don't think there were many differences in the types of airplanes. He would do the flow and go through the checklists, and move through the cockpit like you should.
- Jason was good about setting up the G600, the avionics, and the fuel data monitor.
- Jason would check the fuel valves and make sure he was inboard before we took off.
- Mr. Phillips said that you takeoff with the inboard fuel tanks selected, get to altitude, and then switch to the outboard fuel tanks. Then, once they were drained down, you'd switch back to the inboard tanks.
- On the accident airplane, there were 182 usable gallons of fuel, 40 gallons in each outboard tank.
- It was about 2 hours of flight time on the outboard tanks, and then you'd switch them back to use the inboard tanks.
- Mr. Phillips said that "we switched them immediately when you got to altitude, burn down the outboards until empty, then switch them back to the inboard tanks. That's standard procedures on that airplane."
- When asked if there was anything that he remembered about Jason's piloting skills that stuck out in his mind, he said that "The only thing I didn't like was the way he loaded the airplane, I don't know that he had enough respect for the weight and balance of the airplane. I didn't like all of that stuff going in the airplane and not knowing what it weighed. "
- When asked about the high cylinder head temperature of the right engine number one cylinder, Mr. Phillips said that "the only time I saw that I thought maybe a spark plug was fouled out. However, when we saw that, it wasn't a big deal, we would just open the cowl flaps to cool it down. It's no big deal. If you see a cylinder go up like that, it'll burn the carbon off and it'll calm down. "