



RECORD OF INTERVIEW

Daniel P. Boggs
Air Safety Investigator
National Transportation Safety Board
Office of Aviation Safety - Eastern Region

Date: April 18, 2016 at 16:00 EST
Person(s) Interviewed: John Charter-pilot
NTSB Case Number: ERA16LA156

Narrative:

Mr. Charter was interviewed by telephone.

Mr. Charter stated this plane was hanging in the EAA museum in Oshkosh Wisconsin for over 20 years before he bought it and put in a new engine. He stated he had over 40 hours flying this plane but thought it was a ultra-light airplane and did not need any paperwork or logbooks with the plane so no paperwork exist.

Mr. Charter stated this airplane is a self-launcher, 17hp airplane with a back up electric motor to help sustain altitude. He stated he always takes off with both motors running. This particular takeoff was from runway 9 and after he reached an altitude of 75' AGL, his reciprocating engine quit. He quickly tried to restart the motor with no success and the electric motor would not sustain altitude, he tried to perform a 180 turn back to the runway but the airplane lost altitude and he hit the pine trees. The airplane never touched the ground. The tail of the airplane caught on the tree top and the tree bent over and kept the airplane off the ground by 1 foot. He does not remember getting out of the airplane; he had several scratches and bruises on his face. The windshield was broken so he just jumped to the ground.



RECORD OF INTERVIEW

Daniel P. Boggs
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National Transportation Safety Board
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Date: April 20, 2016 at 10:00 EST
Person(s) Interviewed: John Charter-pilot
NTSB Case Number: ERA16LA156

Narrative:

John Charter was interviewed in person at the Deland Airport. Also present during the interview was Cory Best, FAA Orlando.

Mr. Charter once again repeated that he had purchased this airplane from a friend who had purchased the plane from the EAA museum in Lakeland, FL. (Over the phone he mistakenly told me Oshkosh Wisconsin) Mr. Charter stated the airplane did not have motors attached at the time of purchase. He purchased a DLE reciprocating 17hp. motor for the rear of the airplane and a Hacker electric motor for the front of the airplane. He stated the DLE motor was a parachute motor he purchased and installed with a 28x12 inch 3 bladed propeller. Mr. Charter also stated that he used model airplane parts for the electrical system and ignition system. He believes that during take-off, he experienced some moderate turbulence and the ignition lead connector separated and shut the engine down immediately.

Mr. Charter stated there was no paperwork associated with any modification he performed on the airplane. He also stated he did not have any logbooks with the airplane.

Mr. Charter removed the engine and took it to his house the night before I came to look at the airplane. The airplane also had the wings removed, and the plane was sitting in a hangar of a friend.