



RECORD OF CONVERSATION

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Eastern Region

Date: June 16, 2016
Person Contacted: Ryan Healy
NTSB Accident Number: ERA16LA192

Narrative:

Mr. Healy was contacted by phone on May 24, 2016, at 0801 EDT. He was called at [REDACTED] and left a voice mail message. He returned the call on May 31, 2016, at 1452 EDT from the same phone number.

At the beginning of the phone call he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He provided an address of [REDACTED] East Aurora, NY [REDACTED] a date of birth of [REDACTED] and an e-mail address of [REDACTED]. He indicated that the airplane pulled to the left but because of time constraints he would like to call back tomorrow at 1200 (during his lunch time) to continue the call.

He contacted NTSB on June 1, 2016 at 1135 EDT from the same phone number but I was on a conference call related to another investigation and could not take the call.

I contacted him on June 2, 2016, at 1204 EDT; calling him at [REDACTED]

He indicated that he has about 100 hours in the accident airplane, and is close to taking his private pilot checkride.

In advance of the flight he obtained a weather briefing from ForeFlight which indicated the wind would be straight down the runway at about 8 knots. In advance of the flight while at 9G3 he performed a normal preflight and during that inspection noted the left main landing gear tire was low on air pressure. He had the tire inflated. He departed 9G3 with full fuel, and then flew to

GVQ located about 20 miles away. He performed 2 touch-and-go (T&G) landings to runway 28 at GVQ, and remained in the traffic pattern for a third from the same runway. On approach for the 3rd T&G with full flaps extended and a wind from the right at 8 mph with right aileron input, he landed normally and then during the landing roll he retracted the flaps and added power and applied right rudder input; adding that the engine responded. The airplane pulled to the left “really hard” that was not corrected by full right rudder input. The takeoff continued and while at 70 mph approaching a taxiway sign, he applied aft control yoke in an attempt to clear the sign but indicated at that point either the left or right wing hit the sign. The airplane then descended and collided with a second sign which punctured the opposite wing, but with full power still applied the airplane became airborne. He turned to the left and noticed fuel coming out of the left wing. The engine subsequently lost power, and he flew over a set of powerlines and then under another set of powerlines before landing uneventfully on a nearby road with no flaps extended. At the time a life flight aircraft was in the traffic pattern and responded very quickly to the landing location.

He was wearing the seatbelt and shoulder harness, and was not injured.

He reported that the engine lost power because both tanks fuel supply was exhausted.

The digest was e-mailed to him for review on June 9, 2016, at 1031 EDT, and he replied on June 13, 2016, at 2156 EDT with, “Tim, I have reviewed the draft and all content is correct. I have no other comments. Thanks.”