

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 12:30 PM	DATE 08/26/2016
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Jules Steven Roberie [REDACTED]		ROUTING	
		SYMBOL	INITIALS
SUBJECT ERA 16LA281 N924WZ, RV-4 Accident			
DIGEST			
Mr. Roberie called in response to several voicemails I had left. He explained that the evening in question, [August 7, 2016] he had been in the process of flying the 40 hours required in his RV-4 in the local area. After flying a while in the local area, he decided to fly to Frankfort, KY (FFT) for fuel. After getting between 22 and 24 gallons of fuel, he headed back to his home airport, Miles Field (3KY9). He approached runway 7 and the engine was "running fine," but there was a deer on the runway. Roberie decided to make a low approach to the runway to scare the animal away. After successfully doing that, he added full throttle intending to climb into the pattern and make another approach, but when he added full throttle he did not get full power. Because he was approaching the departure end of runway 7, and because the aircraft was able to climb, he chose to climb out and make another approach to runway 7. He kept the pattern close to the runway ("high and tight"). After turning base, he added carb heat and selected 10 degrees of flaps. He decided he was high, so he throttled back - but not to idle. After throttling back, the engine began "running bad," which the pilot described as a "little rough." The aircraft began to sink too fast, so Roberie added full power and selected carb heat OFF. Once again, the aircraft did not produce full power and, this time, it kept sinking.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE	TITLE	SIGNATURE	

Roberie explained that he doesn't really remember the impact, but he believes he was at 70 KIAS when he hit a tree. After the impact, he remembers turning the fuel selector and battery master switch OFF prior to calling 911.

Roberie added that a couple of weeks earlier, he had suspected that a spark plug in the #1 cylinder had become fouled, so he had a mechanic look at the engine. The mechanic recommended that Roberie buy Champion spark plugs, which he did. They were installed and the mechanic "checked out" the magnetos and adjusted the timing. The aircraft was flown approximately 3 to 4 hours between when the new spark plugs were installed and the accident. It seemed to "run fine."

When asked about the engine, Roberie said he acquired it about 1992 (to 1994) from a salvaged Cherokee 140. In the past 20 years, since he got the engine, he test ran it for about 15 minutes in the yard every 3 or 4 months.

After installing the engine in the RV-4, he was concerned that the propeller was too big because the aircraft cruised at about 160 KIAS, when it should have been close to 170 KIAS.

END OF CONVERSATION