



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: January 3, 2018
Person Contacted: Watson Joseph
NTSB Accident Number: ERA16LA291

Narrative:

FAA Inspector Watson Joseph was contacted by phone on August 16, 2016, at 1221 EDT. He was contacted at [REDACTED]

He indicated that he inspected the accident site and wreckage the day before, and had also interviewed the pilot in the hospital. He was asked to provide a typed record of the conversation with the pilot. The pilot, sole occupant, who was in his 70's sustained a compound fracture of his right leg, and back injuries.

The accident occurred at 1203 EDT, and was based on a 911 call the pilot made. The pilot indicated that he departed Old Bridge Airport (3N6), Old Bridge, New Jersey, with about 12 gallons of fuel on-board, and flew to Princeton area but did not land. He then proceeded to the Jersey Shore, flew to Sayreville, to Key Port, to Earl, Rumson, Spring Lake, and then intended to return to 3N6. While flying at 1,200 feet mean sea level, the pilot reported the engine quit suddenly with no sputtering. He attempted to restart but was unable. He also applied carburetor heat that did not restore engine power. He tried to land on a racetrack, but was too high and opted to land in a nearby field. While maneuvering to land in the field, he did not have time to roll the wings level, and impacted the ground while adequate airspeed in a nose and left wing low attitude. The pilot said he was airborne for 1 hour 30 minutes. No flight plan was filed for the 14 CFR Part 91 personal flight. There was no contact with air traffic control. The pilot suspected carburetor ice.

Inspector Joseph inspected the airplane on August 15, 2016. He indicated the airplane was not equipped with a transponder, but there was an emergency locator transmitter installed. No fuel was found in the aircraft's fuel tank, which was not ruptured. The gascolator inlet fitting was broken off, and there was a stain in the dirt beneath the engine. The fuel shut-off valve was found in the "off" position. He could only turn the propeller through 180° of rotation, but did feel

compression. He did not hear any unusual sounds during rotation of the crankshaft. The Continental A65-8F engine, S/N 5873278 was overhauled about 15 hours earlier. He plans to get the maintenance records either today or tomorrow. A portable GPS receiver was on-board, which the pilot said was on but he was not using it; he retained it. There were no other recording devices in the airplane. The accident site was located at 40° 17'05.8" north latitude and 074° 13'21.6" west longitude. That was in Marlboro, NJ 07746.

He reported the wreckage was recovered on August 16, 2017.

The digest was reviewed with him during the call and he agreed with the content.



RECORD OF CONVERSATION

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Date: January 3, 2018
Person Contacted: Steve Berkey
NTSB Accident Number: ERA16LA291

Narrative:

Mr. Steve Berkey of Anglin's contacted NTSB by phone on August 16, 2016, at 1457 EDT. He called from his cellular phone of [REDACTED]

He indicated that he was in the process of recovering the airplane, and as part of that he cut the fuel tank main fuel supply line. There was no fuel in it and no smell of fuel. He also indicated that with respect to a stain on the ground near the engine, he did notice a small oil leak, reporting it was not fuel.

He was also contacted on September 8, 2016, at 1153 EDT to get a status report of the engine examination. He indicated that the engine was examined by CMI and FAA on either August 31st, or September 1st.

The digest was reviewed with him during the call and he agreed with the content.



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Sr. Air Safety Investigator
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Date: January 3, 2018
Person Contacted: Watson Joseph
NTSB Accident Number: ERA16LA291

Narrative:

FAA Inspector Watson Joseph contacted NTSB by phone on September 8, 2016; the time was not recorded. He called from [REDACTED]

He indicated that during the inspection of the engine, they found nothing wrong with it. The carburetor bowl only had 1 or 2 teaspoons of fuel. He noted that there was no fuel in the aircraft's fuel tank, and the stain in the dirt near the engine that he initially saw was oil and not fuel. He feels the engine lost power due to fuel exhaustion. They carefully inspected the magneto P-leads and there were no issues. Each magneto produced spark with rotation of the propeller. He reported the engine inspection was about 5.5 hours.

He also inspected the fuel sight tube and noted it was cloudy. The airplane did not have a dipstick.

The digest was reviewed with him during the call and he agreed with the content.



RECORD OF CONVERSATION

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Eastern Region

Date: January 3, 2018
Person Contacted: Paul Roberts
NTSB Accident Number: ERA16LA291

Narrative:

Mr. Paul Roberts was contacted by phone on September 8, 2016, at 1034 EDT. He was called at [REDACTED] and left a voice mail message. He returned the call the same day at 1207 EDT, from the same phone number. He provided an e-mail address of [REDACTED]

He indicated that with respect to the NTSB retained GPS receiver, return it to [REDACTED] Spotswood, NJ [REDACTED]. He indicated that he will be released from the hospital tomorrow before 1200.

He indicated that at the time of the loss of engine power, he had 1 hour 15 minutes of fuel remaining. With respect to the power loss, he turned to the left in an attempt to land at a racetrack, but was too high. He spotted an opening, and then made a hard left turn. While descending in a nose and left wing low attitude before he could roll wings level, the airplane impacted the ground.

He thought that based on the high temperature and humidity, the engine lost power due to carburetor ice. He tried carburetor heat 3 times but that did not restore engine power.

The digest was reviewed with him during the call and he agreed with the content.