

## Hicks Ralph

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**From:** Brian Karli Home [REDACTED]  
**Sent:** Wednesday, January 10, 2018 7:28 PM  
**To:** Hicks Ralph  
**Subject:** Re: Curtiss JN4D N1662 accident

Hi Ralph

Thanks. I hope you had a good Christmas and New Years too.

The rear cockpit had a 4 point harness. The front cockpit only had a lap belt.

The airplane did not have an ELT

Yes, the engine is a Hispano Suiza E-2. The Hiss A's and Hiss I's were the first models produced during World War 1. They were 150 hp. A more updated version was introduced later in the war. It was the Hiss E and it produced 180 hp. Our engine was a version produced right after WWI and it was an updated version of the E. Our engine produced 200 hp.

Hope this was helpful.

Brian

On Jan 10, 2018, at 11:11 AM, Hicks Ralph [REDACTED] wrote:

Hi Brian,

I hope that you and yours had a great Christmas and New Years.

I am finishing up the Jenny investigation and had a few follow-up questions just to verify all the facts.

I had in my notes that the cockpit seats had 4-point harnesses on both seats. Is that correct?

The airplane did not have an ELT. Correct?

This was a Hispano-Suiza E-2 engine, right? I did not find (or maybe just photograph) a data plate on the engine. What was the rated horsepower of this engine? What was the HP on the E version? (I read in the blogpost that the E-2 was higher horsepower than the E but do not have the numbers.)

Thanks for your help....should be wrapping this up soon.

Ralph

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**From:** brian karli [[mailto:\[REDACTED\]](mailto:[REDACTED])]  
**Sent:** Friday, December 2, 2016 8:47 AM

**To:** Hicks Ralph <[REDACTED]>

**Subject:** Re: Curtiss JN4D N1662 accident

Hi Ralph

Thanks for the update. My address is:

Brian Karli

[REDACTED]  
Peachtree City, GA 30269

I believe the tank had approximately 16 gallons at the time of the accident. It was 100 LL

The propeller was purchased in March 2008 and stored until it was initially installed on the airplane in May 2013. I do not have any invoices. The order was placed via email and phone conversations.

In July 2015, we noticed a crack on the brass leading edge of the propeller near the tip. We contacted St. Croix Propeller who asked us to return the propeller for repair. In November, 2015 the propeller was repaired and reinstalled on the airplane.

Here is a description of the repair from an old email I found.

Thanks

Brian

----- Forwarded Message -----

**From:** Brian Karli <[REDACTED]>

**To:** Chad Wille <[REDACTED]>

**Sent:** Wednesday, October 14, 2015 3:55 PM

**Subject:** Re: Hisso prop

Hi Chad

I just got back from an 8 day Europe trip today (work) hence the delay answering your email.

Thanks for fixing the prop so promptly. I will set up the return shipping tomorrow. You will probably get a call from the same shipping company for pickup. As soon as I get the details, I'll let you know.

Perhaps they will be more careful with the crate! I wasn't happy to hear it was damaged.

Will talk soon. Thanks again.

Brian.

On Oct 13, 2015, at 12:02 PM, Chad Wille <[REDACTED]> wrote:

Brian,

I'm done with your prop repair. There was a fatigue cracked rivet exactly halfway down inside the wood. Odd since I anneal all my rivets before installation. Anyway, I doubled up the rivets in that sector. (The solder that now crosses the old crack line is not meant to cover or stop it - it will re-establish itself.) If continued tip flexing causes rivet problems in the future we will deal with it again. I hope with more rivets spreading out the load better it will not prove to be a problem.

After 8 years I suppose I could get away with charging you for a repair, but I'll let you take care of the shipping costs and as we know, that will be plenty charge enough.

The paperwork on the box was ripped so I need your shipping address again. Will fix the box too as they tore the end off it. But it will ship this week.

Chad

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**From:** Hicks Ralph <[REDACTED]>  
**To:** Brian Karli Home <[REDACTED]>  
**Sent:** Thursday, December 1, 2016 10:02 AM  
**Subject:** RE: Curtiss JN4D N1662 accident

Hi Brian,

Just a quick update for you. As you probably know, the NTSB preliminary report was released earlier this week. See attached.

I released all of the wreckage to Harry Brooks, the insurance adjuster, with the exception of the propeller and attaching hardware. Harry has the original aircraft and engine logbooks and I made copies. The wreckage will probably be stored in Griffin for the foreseeable future. The propeller is at our lab at HQ in Washington. I do not have a timeline for when to expect the lab to get to this project, but we typically work with the USDA on any wood examinations.

The other books, historical documents, etc. that you provided will be packaged together and sent by UPS back to you. Please send me a good UPS address for you.

Please forward any correspondence, bills, paperwork etc., regarding the propeller repair to me. Also any information regarding the original procurement of the propeller. Was the propeller installed prior to the completion of the restoration or was it sent for repair after the 2013 restoration date?

Also, I need to know (estimate) how much fuel was in the tank at the time of the accident takeoff and what type of fuel was used.

That's all I can think of for now.

Thanks,

Ralph

Ralph E. Hicks  
Senior Air Safety Investigator - NTSB  
Eastern Region Aviation  
[REDACTED]  
Ashburn, Virginia 20147  
[REDACTED]  
[REDACTED]

-----Original Message-----

From: Brian Karli Home [mailto:[REDACTED]]  
Sent: Friday, November 18, 2016 1:38 PM  
To: Hicks Ralph <[REDACTED]>  
Cc: [REDACTED]  
Subject: Curtiss JN4D N1662 accident

Ralph,

I was the primary restorer and caretaker of the Curtiss JN4D, N1662 which was involved in an accident at the Peachstate Airport. The airplane had its last condition inspection in June, 2106 done by me. Since the inspection, the aircraft had flown 10.5 hours.

The plane was flown for two hours the week before with no mechanical issues. The previous flights were the same.

Brian P. Karli