



RECORD OF INTERVIEW

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

Date: June 28, 2017 at 1545 EDT
Person(s) Interviewed: Jim Suroski – pilot
NTSB Case Number: ERA17FA210

Narrative:

Mr. Suroski was interviewed by telephone.

Mr. Jim Suroski stated he used to fly in the Ft. Meyers Flying club years ago but took a break for approximately 7 years before he rejoined the club and had his checkout flight in April of this year in N199PA. Since his check out flight, he has flown this airplane 7-8 times with no issues until 5-26-2017. On this date, he took a day off to fly to Orlando for the day. He went to the airport early for a 0645 departure. He preflighted the airplane, sumped the tanks, found a very small amount of water in the tanks, resumped the tanks and they were clear of debris and water this time. He stated the weather was great and looking forward to a day of flying. He was taking his time and not in a hurry at all. He taxied out the run-up pad performed the runup and all checked good. He departed runway 13 and at approximately 100' off the ground, then engine lost power, it did not run rough, it just lost power like it was being chocked off from air or fuel. He stated the engine was running smooth, just lost power. He immediately chopped the power and landed back on runway 13. He pulled off the runway and performed another high power runup with no anomalies noted. He was not sure what happened so he taxied back to the hangar and per the squak sheet, he called Charlie Carrol for direction. Charlie told him to park the plane and he would call the maintenance provider, Switlik Aviation, and they would look at it. Mr. Suroski then drove over to Switlik Aviation to talk to the maintenance personnel to see if they found anything, they were still working on the plane when he left for the day.

Mr. Suroski also stated he flew the plane on 6-22-17, two days before the accident flight, he stated he flew for 1.2 hours and performed a few engine out practice approaches and three touch-N-go landings. He did not have any issues with airplane this day.



RECORD OF INTERVIEW

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

Date: June 26, 2017 at 0900 EST
Person(s) Interviewed: Ben Abes-Deputy Director, EMS
NTSB Case Number: ERA17FA210

Narrative:

Mr. Abes was interviewed face-to-face.

Mr. Abes stated on June 13, 2017, He and Gregg Cicchetto, Lead Pilot, were invited to the Ft. Meyers flying club to speak about how EMS services work on the airport. He stated they were sitting waiting to speak and a conversation came up about the problems with N199PA, he stated several pilots were discussing water issues in the fuel tanks and a mechanic spoke about how he fixed the problem. Other pilots stated they thought the plane had more issues then water as they also had aborted takeoffs in the past with this plane for loss of power. He further stated the conversation was heated at times and people were upset with the airplane and its performance. Mr. Abes did not remember the pilot names or mechanics names at the meeting.