



RECORD OF INTERVIEW

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Office of Aviation Safety - Eastern Region

Date: December 16, 2016, 2016 at 1000 EST
Person(s) Interviewed: Inderpal Chhabra– pilot
NTSB Case Number: ERA17LA069

Narrative:

Mr. Chhabra was interviewed by telephone.

Mr. Chhabra was the PIC and owner of the plane. He has owned the airplane for two years and has flown approximately 225 hours since he purchased the plane. He has approx. 1700 hours total time on the airframe and 250 hours since top overhaul on the engine.

He and a friend were flying from ISP to BAF, they departed ISP around noon, once he reached his cruising altitude of 5'500 feet, he reduced his rpm with the prop control and reduced his mixture when the engine started running rough. The pilot then pushed all the controls, mixture, propeller and throttle full forward, however the engine was still running rough and getting worse. The pilot then turned back towards ISP and noticed oil on his windscreen. Within a few seconds, the entire windscreen was covered in oil, and he declared an emergency and ask for vectors to BDR. The controller told him to turn north to a heading of 360. He was having trouble controlling the airplane at this time and could not keep the wings level so he did not want to turn the airplane to the north. The pilot knew of a closed airport nearby and ask for vectors to CCC. The controller told them it was 7 miles ahead and he could go there. At this point he still had partial power. A few seconds later he saw parts departing to the left of the airplane, he is not sure what it was but believed it to be the propeller. The engine lost total power at his point and it was very quiet in the plane and easier to control now. The told the controller they would not make CCC and planned to ditch at the beach. They ditched the plane in the water and he remembers looking at the airspeed just before contact with the water he was at 80 knots. Once they force landed in the water, they opened the door and swam to rock that was close to the airplane and waited for rescue.