



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: June 16, 2017
Person Contacted: Stephen Barbetti
NTSB Accident Number: ERA17LA205

Narrative:

Mr. Barbetti contacted NTSB by phone on June 13, 2017, at 1825 EDT, thru the NTSB Response Operation Center. During that call, he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation. He indicated that he wanted to speak with his wife and would call me the next day.

On June 14, 2017, at 1128 EDT, Mr. Barbetti contacted NTSB. He was again advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation. He indicated that he discussed that with his wife and agreed to the interview without representation.

He provided a cellular phone number of [REDACTED] and an e-mail address of [REDACTED]. He holds a commercial pilot certificate, certificate number [REDACTED] issued June 12, 2015. He has ratings in ASEL, AMEL, and IA. His date of birth is [REDACTED] and his address is [REDACTED] Manasquan, NJ [REDACTED]. He has a 1st class medical with no limitations issues 9/30/2016. Excluding the accident flight, his total flight time was 1,050.6 hours, and he has about 20 hours in type. With respect to the last 90 days, he gave that data to the FAA inspector yesterday. His last logged night flight as pilot-in-command was in a Piper PA-28 (Archer) on December 21, 2014.

He was hired by Seasky 27 Productions, LLC on March 25, 2017, as a pilot to fly skydivers. The contact at that company is either George Voishnis whose contact is [REDACTED] or e-mail [REDACTED] or John Coffey aka 'nuclear George'. That company owns 2 aircraft

which includes the accident airplane. The other airplane is a Cessna 182; he is authorized to fly both. He was asked what flight regulation he operates under when flying sky divers and he indicated Part 91, but needs to check/confirm this. He reports he is paid by the load.

He provided the following timeline for June 12, 2017 –

He arrived at Eagles Nest Airport (31E), which is where the operator is based between 0900 and 1000 hours, and flew 9 loads of sky divers accruing 5.6 hours, all in the Cessna 182 airplane. Sometime during the day, the decision was made to have him fly the Cessna 206 on a cross country flight to break-in the new cylinders. The destination airport (Danbury Municipal Airport), (DXR) located in Danbury, CT was chosen because a skydive instructor lived there, and needed a ride. Following "...a discussion with my boss about [the intended maintenance flight], I asked to speak with the mechanic about break-in procedures. My boss called the mechanic, Fred, on the phone, and I spoke with him directly."

He spoke with Fred who was very helpful and went over the procedures, which included to monitor the CHT's, and operate the engine at full rich. He was also told to check the belly of the airplane to look for fresh oil after landing. He was asked if he performed fuel consumption calculations for the intended legs and indicated that he did rough fuel burn calculations, and knew there was adequate fuel on-board to make both flights.

In advance of the flight from 31E to DXR, he performed a preflight inspection of the airplane which included wiping down the belly of the airplane, adding 2 quarts of oil (which he knew should have been mineral oil and the bottle was different than what he typically added), bringing the oil capacity to 10 quarts. As part of the preflight preparation, he also had extra quarts of oil on-board. After the preflight inspection was completed, he then personally fueled the airplane with 100 low lead, filling both wing fuel tanks. He did not recall the amount added into each tank. He reported the total fuel capacity in each wing was 42 gallons, with 2 gallons being unusable. The typical fuel burn is 15 to 16 gallons-per-hour, and the planned flight time was 1.0 hour each leg. Using ForeFlight, with 1 passenger (company employee) on-board, he departed 31E about 2000 with the mixture control full rich, and the fuel selector on the right tank. The flight climbed to 9,500 feet mean seal level (msl) at full power, and proceeded direct to DXR with the engine operating at 24 inches manifold pressure (inHg) and 2,400 rpm in cruise; he periodically scanned the engine gauges throughout the flight but did not recall a specific reading at any particular time. He also reported that the gauge readings appeared normal; nothing appeared out of the ordinary. While en route, he established contact with several air traffic control facilities as appropriate. He landed uneventfully on runway 26 at DXR about 2100, and secured the airplane then deplaned the passenger. He then walked around the ramp to stretch his legs, and waited for the sun to set before proceeding to 31E. Although the airplane had a dipstick to check the fuel quantity in each tank, he did not use it while at DXR. No fuel was purchased at DXR. There were no engine issues during the flight.

In advance of the return flight to 31E, he performed a quick preflight inspection of the airplane, and checked ForeFlight for the route. The flight departed DXR just before 2200 with the fuel selector on the left tank, the mixture control to full rich, and using full power climbed to 7,500 ft msl. During cruise flight at that altitude while proceeding direct to 31E, he again maintained the

engine at 24 inHg and 2,400 rpm, and established contact with ATC as appropriate. Using a flashlight he brought with him, he periodically scanned the gauges throughout the flight and reported throughout the flight the gauge readings appeared normal. He did not recall a specific reading at any particular time.

When the flight was 5 miles from 31E he was told to squawk VFR, and began descending. When near the airport with it in sight while flying at 2,500 ft msl, he began descending, but when near the approach end of runway 14 at 500 ft msl after recognizing the sight picture was not correct, he added power to go-around and climbed to between 1,000 and 1,200 ft msl, then turned crosswind and downwind. While on the downwind leg between 1,200 and 1,500 ft msl, about ¼ way to runway midfield, and the auxiliary fuel pump on, the engine sputtered and quit. The FAA inspector asked him during the interview if he heard a “pop” sound and he said no. He was asked if he heard any abnormal sounds before the sputtering or if he noticed the gauges when the engine lost power and he indicated he did not hear any abnormal sounds nor did he look at the gauges at that moment. He was focused on flying the airplane. He attempted to restart the engine which consisted of a flow pattern being an inverted “L” starting at the floor at the fuel selector. He moved the fuel selector from the left tank to the right tank position, verified the mixture control was full rich, and advanced the throttle, but the engine did not restart. He reported that the propeller stopped which he noted because the landing light was on. Concerned about airspeed, he maintained best glide speed of 80 knots, and turned onto base leg while flying perpendicular to the runway, towards hangars near the approach end of runway 14. He wanted to land on the runway perpendicular to it, but realized he was not able to reach it. With the flaps extended the 1st notch, he maintained airspeed and heard the tree contacts while flying perpendicular to the runway. The airplane came to rest inverted, and because of the light from the undamaged iPad, he was able to see. He disconnected his lapbelt (airplane was not equipped with shoulder harnesses) and crawled out of the airplane from the passenger door. He called his wife at 2256, but could not recall how much time had passed between the accident and the phone call to his wife. After calling his wife, he then called co-owner John Coffey, who asked him if he had called 911 to report the accident. He indicated to Mr. Coffey that he did not. Mr. Coffey called 911. First responders arrived, and he was checked at 31E by EMT’s.

His injuries include a scratch on his knee that did not draw blood, and he was sore for a couple days.

He was asked if the sputtering sound he heard was familiar or if he had heard that before. He indicated that in the previous simulated loss of engine power scenarios in which the mixture control would be pulled towards the idle cut-off position, the sputtering sound he heard during the accident flight was different than the sound produced when the mixture control would be pulled. He also reported that when he advanced the throttle, it felt normal, but the engine did not respond. When asked if he moved the fuel selector before getting out of the airplane he reported he did not.

The digest was e-mailed to him for review on June 14, 2017, at 1630 EDT. He replied on June 16, 2017, at 1243 EDT with comments that were incorporated into the narrative. The corrected digest was e-mailed to him for review on June 16, 2017, at 1326 EDT. He replied the same day at 1446 EDT with, "The changes you made were sufficient. Attached below you will find my NTSB report. Thank you for your time."



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: August 29, 2017
Person Contacted: Daryl K. Fortner
NTSB Accident Number: ERA17LA205

Narrative:

FAA inspector Daryl K. Fortner was contacted by phone on June 15, 2017, at 1045 EDT, and left a voice mail message. He was called at [REDACTED] Ext. [REDACTED]. He returned the call the same day at 1115 EDT. He provided an e-mail address of [REDACTED].

He indicated that the regulation the flight conducted under was Part 91, and the engine was about 450 over the manufacturer recommended time between overhaul (TBO). Recently, 4 cylinders were replaced.

The accident site was located at 39°40'04.30" north latitude and 074°18'33.01" west longitude. He estimated the airplane was about 150 ft into woods and about 250-300 ft from the intended runway. The airplane was inverted with the tail elevated about 50 degrees from horizontal. The airplane was equipped with a 3 bladed McCauley propeller, but he could only see 1 blade. The other 2 blades were buried and he could not see them. He confirmed flight control continuity for roll and pitch, but couldn't for yaw. There was no oil on the windshield. He removed the upper engine cowling and noted the engine compartment area was clean/dry.

He was asked if the emergency locator transmitter (ELT) activated. He was not sure if it did as a result of the accident, but reported the ELT was turned off, and the aircraft's battery was disconnected.

The fuel selector was positioned to the left fuel tank. There was fuel leaking from the left wing fuel vent line. He removed the right fuel cap and could not see any fuel.

First responders turned off the aircraft's master switch.

He reported the operator had been involved in a previous accident. In that investigation, he made an internal recommendation for the operator to comply with engine manufacturer TBO recommendation.

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



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Date: August 29, 2017
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Narrative:

FAA inspector Daryl K. Fortner contacted NTSB by phone on June 16, 2017, at 1335 EDT. He called from [REDACTED]

On June 15, the fuel selector was moved to the off position.

He indicated that he was at Eagles Nest Airport (31E), West Creek, New Jersey. Earlier today he interviewed the mechanic who changed the 4 cylinders; he reported the interview went well. The mechanic reported telling the accident pilot to operate the engine with the mixture control full rich, and at 75% power. He was also told to check the belly for oil while at Danbury Municipal Airport (DXR), Danbury, Connecticut, and to check the oil level while at DXR before returning. The mechanic recommended flying the airplane for 5-10 hours as break-in before flying sky divers.

The mechanic had changed cylinders many times, and knew the correct procedures. The tachometer time at the time of the accident was 1,512.7, while the tachometer time at the cylinder replacement was 1,510.4.

Inspector Fortner was asked how long the mechanic ran the engine after replacement of the cylinders. He reported by e-mail on June 20, 2017, at 1104 EDT, that the mechanic indicated he ran the engine per a checklist 3 times; 3 minutes, 5 minutes, and then 10 minutes in duration.

The operator provided information that the flight departed 31E about 1920-1925, and flew to DXR landing about 2035. The pilot reportedly texted John Todlerov at 2110 EDT, and said he was leading DXR in the hour.

He was asked if he could get the takeoff clearance and taxi clearance times from DXR, he indicated he would make the request. He confirmed by e-mail on June 20, 2017, at 1104 EDT, that the pilot received his taxi clearance at 2148 hours local, and his takeoff clearance at 2153 hours local.

He confirmed that as part of the airplane recovery, about 6 ounces of fuel were drained from the un-breached right fuel tank. There were no blue colored stains on the upper or lower wing skins of the right wing, and no smell of fuel on the ground or in the earth beneath the right wing. There was no vegetation blight beneath the area of the right fuel tank. The left fuel tank had 2 breaches. The first was near the wing root, and the second was near the fuel tank vent line. The left fuel tank was drained and found to contain 2.5 gallons. He could smell fuel on the ground beneath the left wing. There were no stains aft of either fuel cap. All drained fuel was clear and bright with no evidence of contamination. He did indicate that the fire department sprayed the area with foam as a precaution.

With respect to his on-site inspection of the engine, the propeller was rotated thru 360°, and there was no binding noted. One propeller blade was bent aft, and the propeller does not indicate sign(s) of rotation.

He indicated that next week, he will check:

1. Continuity of left and right fuel supply from tank to engine compartment
2. Fuel vents
3. Verification of fuel in fuel supply system in the engine compartment

As of 1412 hours during the phone call, the airplane was taken past his location and will be put into a hangar for his inspection.

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



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FAA inspector Daryl K. Fortner communicated with NTSB via e-mail on June 21, 2017, at 1430 EDT. The verbatim digest is included below.

“...As scheduled, I was at Eagles Nest Airport (31E) today with a mechanic, inspecting the engine. We confirmed all of the (3) engine factors; fuel, compression and spark. See below:

1. Fuel – No obstructions found within both wings from the tank itself thru the vent. Fuel was present at the L/H & R/H wing fuel strainer. Fuel was present at the inlet and outlet of the Aux electric Fuel Pump. We did not have fuel present at the inlet or outlet of the engine driven fuel pump, but we siphoned in fuel with the battery on, fuel selected to the right tank, then the left, and ran the aux pump and had fuel at the inlet and outlet of the engine driven pump. It probably bled back to the aux fuel pump without the engines running. We did not have fuel present at the flow divider initially either, but we did after we induced fuel, battery, and electric pump. No issues with the aircraft fuel system
2. Compression - Removed spark plugs and finger checked compression. No binding, and felt good compression.
3. Spark - Removed spark plug ignitor lead and ran the prop thru and had signs and sound of spark.

At this point, we brought the aircraft out of the hangar and onto the ramp, plumbed fuel into the fuel system, and ran the aircraft. The aircraft started without any issues. See video link below.

There doesn't appear to be any issues with the engine running. It was vibrating with the bent prop blade, but it operated just fine.

[https://\[REDACTED\]](https://[REDACTED])

NTSB review of the provided 21 second video clip revealed a temporary fuel supply was plumbed into the left wing root. The video depicted the engine starting and operating for about 12 seconds.

The entire body of his e-mail was cut and pasted into this Record of Conversation form.



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Narrative:

FAA inspector Daryl K. Fortner was contacted by NTSB on July 31, 2017, at 1608 EDT. The phone number was not recorded.

He indicated that during the postaccident engine run, using fuel that was drained from the airplane, the engine was started and operated with 1 propeller blade slightly bent. The engine was operated for about 20 seconds. Safety concerns prevented a full power run or operation for greater period of time.

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