



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: November 6, 2017
Person Contacted: Sol F. Williams
NTSB Accident Number: ERA17LA278

Narrative:

Mr. Sol F. Williams was contacted by phone on August 17, 2017, at 1117 EDT, and left a voice mail message. He was called at [REDACTED] Mr. Williams was called on August 18, 2017, at 1304 EDT, and left a voice mail message. He returned the call the same day at 1328 EDT, but did not communicate with NTSB. He was called at 1330 EDT, and returned the call the same day at 1423 EDT. He provided an e-mail address of [REDACTED]

At the beginning of the phone 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 agreed to the interview without representation.

He indicated that with respect to the accident flight, he has made the same trip numerous times to visit his sister, and planned to land at Lee Gilmer Memorial Airport (GVL), Gainesville, Georgia, about 1600. He departed Hilliard Airpark (01J), Hilliard, Florida, with 20 gallons of 100 low lead fuel in each fuel tank. He did not have a flight plan filed. He performed an engine run-up before takeoff and there were no discrepancies. He did not recall the fuel selector position for takeoff, but reported after takeoff while in cruise flight, he leaned the fuel/air ratio. He sent a text message to his sister when he was about 30 minutes away. When the flight was about 10 miles from GVL while at 3,000 ft mean sea level, he began his checklist and pushed the mixture control to rich, but reported it was hard to move. He then pushed it harder, and heard a "pop" sound. He asked himself what that could be, and then pulled the mixture control but there was no change in engine. He moved the mixture control from full rich to idle cut-off but there was no engine change. The engine then went to idle, and he applied full throttle but the engine did not respond. He broadcast a mayday call on the GVL common traffic advisory frequency, and then tore into the throttle quadrant area but the problem was not in that area. He made a right turn,

circled, and pitched for 90 knots. He located a highway which was his first choice for a forced landing site, but because it was congested, he decided not to land there. He then saw a field with a nearby house, and set up for a normal landing. He landed in the field with the flaps retracted, and a person responded to the site and he asked him where he was located at.

He did not recall how much fuel was in each fuel tank when he drained them to recover the airplane. He estimated there was about 10 gallons in each tank, which agreed with the flight duration and typical fuel burn between 7 and 9 gallons-per-hour.

He inspected the airplane the same day as the FAA inspector, and during his inspection he noted a gap between the end of the mixture control cable and the mixture control lever. The mixture control cable was separated from the mixture control lever at the carburetor, and the bolt, nut, and cotter pin used to secure the mixture control cable were missing and not recovered. He did not take any pictures of the separated cable. He did not expect to find anything else wrong with the airplane.

The airplane was recovered on July 8, 2017, and taken to 01J, where it was hangared. The airplane was not insured.

He performed the last annual inspection of the airframe and 100-Hour inspection of the engine, and as part of that inspection he did examine the throttle, mixture, and carburetor heat control cables in the engine compartment. He reported all were properly secured. Since the inspection, he has not performed any work to the mixture control cable at the carburetor. He could not recall the amount of elapsed flight time since the annual/100-Hour inspection was completed, but estimated he had operated the airplane for about 30-40 hours since the last inspection.

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He reported the emergency locator transmitter (ELT) activated, but reported it did not assist with locating the accident site.

The digest was e-mailed to him for review on August 21, 2017, at 0925 EDT. He replied verbally on August 24, 2017, at 1440 EDT with changes that were incorporated into the narrative. The corrected digest was e-mailed to him for review on August 24, 2017, at 1500 EDT. He replied the same day at 1659 EDT, with, "...Hello Mr. Monville, the phone report looks good...Sol Williams."



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: November 7, 2017
Person Contacted: Scott Childs
NTSB Accident Number: ERA17LA278

Narrative:

FAA inspector Scott Childs was contacted by phone on August 17, 2017, at 1026 EDT, and August 18, 2017, at 1152 EDT. He was called at [REDACTED] and left voice mail messages. He returned the call on August 18, 2017, at 1240 EDT.

He was asked questions related to:

1. The mixture control
2. Whether he had maintenance record copies
3. Whether the pilot had filed a flight plan
4. Whether the emergency locator transmitter (ELT) activated

He indicated that he had a copy of the maintenance entry for the last inspection, the pilot had not filed a flight plan, and the ELT did activate but it did not aid first responders locating the accident site.

He inspected the airplane at the accident site the day after the accident, but the cabin entry door was locked, and he could not get access to the cockpit to inspect the mixture control. A subsequent review of picture IMG_0756 taken by him on July 8, 2017, at 0823 EDT, depicting a side view of the carburetor. The throttle control was connected to the throttle lever at the carburetor, but the mixture control was separated from the mixture control lever at the carburetor. The left fuel tank was about 1/2 full, but he could not tell the amount of fuel in the right fuel tank; neither fuel tank were breached. The pilot had relayed to him that he was on the left fuel tank when the engine lost power. He indicated that the pilot [REDACTED] [REDACTED] has an expired medical certificate. I requested he provide me pilot data from SPAS (MSAT A and B). He indicated I would have to make a FOIA request for those records.

The GVL common traffic advisory frequency was not recorded.

After he was done on-scene, he gave the pilot permission to recover the airplane, which was taken to Jacksonville, Florida.

He has about 40 pictures.

He was asked about the reported time of the accident (1551), and he indicated that was based on notification to the FAA Regional Operations Center (FAA ROC).

The airplane was equipped with a Marvel Schebler carburetor. The pilot thought that the mixture control had broken in the cockpit.

The digest was e-mailed to him for review on November 6, 2017, at 1515 EST. He replied the same day at 1551 EST with comments that were incorporated into the narrative. The corrected digest was e-mailed to him on November 7, 2017, at 0751 EST.