



RECORD OF CONVERSATION

Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: September 25, 2017
Person Contacted: Todd Clamp, FAA/FSDO, Columbia, SC
NTSB Accident Number: ERA17LA334

Narrative:

Mr. Clamp was interviewed via telephone. He examined the wreckage today at the accident site. The wreckage was inverted and the right wing had separated. The left wing remained attached and did not contain any fuel. Some fuel had leaked from the right wing into the ground. Due to the disposition of the wreckage, Mr. Clamp was not able to rotate the propeller.

Mr. Clamp subsequently interviewed the pilot at a hospital via telephone. The pilot reported that he had some bone fractures, but hoped to be released from the hospital tomorrow. The pilot stated to Mr. Clamp that he had planned on landing at an approximate 700-foot grass airstrip that is used by a radio-controlled airplane club. In preparation for the landing, the pilot performed a low-pass to examine the airstrip's condition and check for any obstacles. Following the low pass, the pilot initiated a left climbing turn, during which the engine lost all power. The pilot switched fuel tanks, but the engine did not regain power. The airplane subsequently impacted trees and came to rest inverted.



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Date: October 13, 2017
Person Contacted: Daniel Poe, Laurel Hill, NC
NTSB Accident Number: ERA17LA334

Narrative:

Mr. Poe was interviewed via telephone. He stated that he had planned on landing at an approximate 700-foot grass airstrip that is used by a radio-controlled airplane club. In preparation for the landing, he performed a low-pass to examine the airstrip's condition and check for any obstacles. Following the low pass, he initiated a left climbing turn, during which the engine lost all power. The pilot switched fuel tanks, but the engine did not regain power. The pilot then intentionally stalled the airplane just above trees and it collided with the trees and ground, coming to rest inverted.

The pilot added that the fuel tanks were constructed of fiberglass and he used automotive gasoline. Subsequent examination of the wreckage revealed that the fuel filter was clogged with dirt and fiberglass, which restricted fuel flow to the engine.