



RECORD OF INTERVIEW

Investigator: Brian C. Rayner
Senior Air Safety Investigator
Eastern Region

Date: December 22, 2017

Person Contacted: Ken Bain – FAA Inspector

NTSB Accident Number: ERA18LA035 Mechanicsville, VA

Narrative:

Mr. Bain the FAA Inspector who responded to the accident site, examined the airplane, and interviewed the pilot/owner. Mr. Bain provided information and evidence gathered through multiple emails and telephone conversations. The following is a summary of those conversation, and contains excerpts from the emails.

During a telephone conversation, Mr. Bain stated that Mr. Myer reported a total loss of engine power, performed a forced landing, and that during the forced landing, the nose wheel had dug into the ground, the wheel separated, the airplane nosed-over and came to rest inverted. Mr. Bain explained to Mr. Myer that the fracturing and splintering of the wooden propeller blades were signatures consistent with high power at impact. He instructed Mr. Myers to recover the airplane, but not to troubleshoot or tamper with the airplane prior to his arrival for a more detailed inspection.

Upon Mr. Bain's arrival the following day, Mr. Myers announced that his engine power issue was caused by "water in the fuel." Contrary to the specific instructions by Mr. Bain, Mr. Myers had disassembled the airplane, removed the fuel tank, found the water, drained the tank, and then installed a fuel sump in the tank.

Later the same day, Mr. Bain provided the following:

Brian,

As a follow up to our telephone conversation this morning, when I arrived at the subject aircraft I found that the pilot, Mr. Myers had removed the wings, fuel tank, propeller as well as other components making it virtually impossible to determine the cause of the engine issue, much less start it.

The night of the accident, Wednesday November 29, 2017, I specifically told the pilot several times, with another inspector and the Virginia State Police present, to not touch the aircraft until released by the FAA. When I confronted Mr. Myers about this today, his response was "Well put me in jail".

Additionally, Mr. Myers story changed from the night of the accident (Please see attached photos showing damage to propeller.) when he stated that "the engine quit" to now "the engine lost power due to water in the fuel." While at the aircraft today I was able to obtain a fuel sample from the carburetor bowl. A visual inspection of that fuel found no water present. I also tested the fuel using Federal Process Corporation water finding paste and found only a negligible amount of water present.