



MEMORANDUM FOR RECORD

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National Transportation Safety Board
Office of Aviation Safety - Eastern Region

Date: August 1, 2019
NTSB Case Number: ERA18LA172
Person Interviewed: Mr. Thomas Jay Roberts

Narrative:

Mr. Roberts was flying with the pilot/owner on the day of the accident and acting as a “safety pilot” as the pilot/owner practiced instrument flight and instrument approach procedures in VFR conditions. Mr. Roberts was interviewed by telephone, and the following is a summary of the interview.

“We were making the approach and Brian had his foggles on. As we had briefed, at the end of the approach, he removed his foggles and initiated the missed approach.” Mr. Roberts estimated they were about 200 feet above the runway. But not less than 100 feet. “Brian applied full power and the airplane was running and climbing normally. We turned to the right about 45 degrees from runway heading. The airplane was climbing at about 85-90 knots airspeed and about 1,000 feet per minute. After what seemed like about 10 seconds of climb the engine went to idle. I was thinking, ‘He must be doing a simulated engine out.’ Then he immediately declared an emergency and I knew it was not a simulation.” Mr. Roberts saw the pilot push the throttle and mixture full forward, even though they “were already there.” “We had just enough energy – altitude and airspeed – to nearly complete a 180 degree turn in the opposite direction from the point where we lost power which would have required about 600 to 800 feet AGL. I did not look at the altimeter.”

“I kept an eye on the airspeed indicator and reminded Brian to keep airspeed up.” Prior to the approach, Mr. Roberts said the pilot consulted his approach checklist.

Mr. Roberts was presented with the radar data information but remembers the flight as he described it. He believes the airplane was over the runway when the missed approach was initiated and stated that because they had completed a 45-degree right turn and were about 10 seconds into the climb, there was “no way” the airplane could have landed on the remaining runway. The runway was behind them, and they were headed away from it. He added that the few seconds of the climb were

what allowed the pilot just enough altitude to reverse course, clear obstacles, and land in the direction of the opposite runway.

“The airplane stalled about 6-8 feet above the ground and hit the edge of runway at about a 45-degree angle, wings level, and skidded into the grass with pieces of the airplane and landing gear passing us as we slid.”

According to Mr. Roberts, on a previous flight the airplane’s engine started and idled smoothly but when run up to about 1,700 rpm the engine ran roughly, and the #2 cylinder showed no corresponding rise in EGT.

A mechanic removed and flushed all fuel injectors but found no contaminants or blockages. The injectors were reinstalled, and the engine ran with no anomalies noted.

Mr. Roberts said he believed the pilot/owner flew the airplane once or twice by himself, before Mr. Roberts joined him on the accident flight.

Mr. Roberts reviewed the original draft of this memorandum and made corrections and additions. His changes added greater fidelity to the record of our discussion, and were an accurate accounting of that discussion.

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