

Record of Interview

Interviewee: Marshall Naquin, pilot cert# 437472627, pilot of N294AB on 7/7/2018
Contact info: [REDACTED] cell [REDACTED] email: [REDACTED]
Location: Lobby of Hotel in Gulf Shores, AL
Date/Time: 7/7/2018, 7:19 p.m.
Topic: Circumstances surrounding aircraft accident on 7/7/2018 near KJKA airport and involving N294AB

Dr. Naquin had made a signed, written statement earlier in the day regarding the aircraft accident in Seneca III, N294AB. Dr. Naquin stated to me that he was the pilot-in-command of the airplane that day when he crashed landed in the trees near Jack Edwards Airport, Gulf Shores, AL.

Dr. Naquin stated that, at some point during his descent from 11,000 feet enroute from Lafayette, LA (KLFT) to Gulf Shores, AL, probably around 5000 feet, he picked up the ATIS at KJKA and looked at the fuel gauges. They showed he had fuel in both tanks but he did not remember how much.

He made a normal approach after entering left downwind for runway 09. He touched down on the mains, he thinks just before or near the intersection of runway 18/36, bounced and then felt a second touchdown that was a bit harder. It was more of a three point landing and firmer than the first touch down. He bounced again in the air and touched down even firmer. Since the third landing was harder than the first two, he decided to go around. He added full throttle, felt normal even power on both engines and had good acceleration. He was already in the air from the third touchdown.

A few moments later the left engine began surging and felt like it was quitting. The plane veered to the left and he added right rudder. Almost immediately the left engine felt like it was getting power back and then the power started to drop off again. He got the airplane heading straight again and tried to throttle down a little, thinking that maybe the engine had overboosted on the go-around. He stated that he did not see the overboost lights illuminate. Slightly decreasing power did not help so he put it back to full throttle. He placed the left engine fuel selector in crossfeed and selected high on the left engine boost pump but neither action affected the left engine which continued to surge.

Dr. Naquin then stated that things happened just as he said in his written statement. The controls became mushy and he was not climbing. He felt like he had to look for a place to land. He was not very high and did not have any choice but the trees so he tried to land where the trees were not as close together. He told the passengers they were making an emergency landing and to check their seatbelts. He landed the plane as best he could between the trees.

Dr. Naquin stated that he had used only the fuel gauges in the airplane to verify how much fuel he had. He could see fuel in the tanks during preflight but did not measure the fuel. The fuel in the tanks was not at the tabs. Dr. Naquin estimated that he departed with approximately 30 gallons aside and that he would burn a total of 40 gallons during the flight. He believed he should have had 20 gallons total left on board when he was to land at KJKA. When asked again, how he had determined how much fuel was on board prior to departure, Dr. Naquin again stated that he depended on the fuel gauges and that they indicated approximately 30 gallons aside during preflight. Dr. Naquin then stated that he knows fuel gauges are only required to be accurate to indicate full or empty tanks.

Dr. Naquin stated that, about a week prior to the flight, he was asked by Raja, the owner of the flight school in Lafayette, LA, to fly the passengers to Gulf Shores. Raja had been Marshall's CFII when he got his instrument rating. Dr. Naquin stated that he did not receive payment for the flight but just did it because he likes to fly and had a day free from work. Dr. Naquin works as an emergency room doctor in Lafayette. Dr. Naquin thought that Raja was originally going to fly them but he was going to be out of the country so Raja asked Dr. Naquin if he was available.

Dr. Naquin first learned to fly in 2009 while in Orlando during his residency. He got his private pilot certificate in Orlando. That was also where he added a multiengine rating. He flew a GA-7 there, Grumman Cougar. He took a break from flying but then started flying again when he came to Lafayette. He got an Instrument rating ASEL first and then added AMEL privileges after training with Raja.

Dr. Naquin stated that he originally estimated the passenger weights at 200 pounds each before he saw the passengers. He recalculated the weights when he saw they were all lean and fit guys. He estimated them between 150 -180 lbs. He stated that he estimated that the person next to him in the right front seat weighed 173 lbs, the person sitting behind him facing aft was estimated at 172 lbs, and the two passengers in the last row of seat facing forward were estimated to weigh 176 and 181 lbs. He estimated their overnight bags weighed 20lbs total and that the golf bags weighed 30 lbs total. These two estimations were used to calculate the baggage placed in the nose compartment. Dr. Naquin did not verify the passenger weights prior to flight, did not look at their drivers' licenses, and did not weigh any baggage prior to flight. All the passengers and himself had small overnight bags since they were only planning to be in Gulf Shores to play golf that day and planned to return to Lafayette the next morning.

Dr. Naquin then stated that he had experienced a similar landing a few months ago when he flew with his wife to Sun n Fun in Florida. Upon landing, he bounced a few times but with a little power he was able to get the plane to land smoothly. After that event, he read an article about bouncing on landing. In the article, he learned that it is always a good idea to go-around if your landing does not feel right. That is why he chose to go around when he landed N294AB at KJKA that morning.

Nina A. McBride
Aviation Safety Inspector, OPS
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Record of Telephone Conversation

Name: Marshall Naquin, pilot, N294AB
Address:
Phone: [REDACTED]
Date: 7/24/2018 11:45 am
Description: Follow-up conversation regarding accident N294AB

I contacted Marshall Naquin to ask some follow-up questions regarding his operation of Seneca N294AB on 7/7/2018. I asked Dr. Naquin to explain his leaning procedure on the flight from Lafayette, LA to Gulf Shores, AL on 7/7/2018.

Marshall stated that he leans on the ground during taxi by leaning the mixture about $\frac{1}{4}$ " or so. He does not use the fuel flow or EGT on the ground. He sets the mixture to full rich for takeoff and initial climb. After about 1,000' – 2,000', he will again lean the mixture about $\frac{1}{4}$ " or so for the climb. On the day of the accident, he climbed to 11,000' and then leaned initially by watching the fuel flow come down but then monitors EGT to set the mixture at 50° rich of peak. During the descent he leaves the mixture as it was set for cruise unless the engine starts to run rough and then he will enrichen it until it smooths again. He normally sets the mixture to full rich when on downwind in the pattern.

I then asked Marshall if he uses the EDM 760 engine monitor to also track fuel loading and burn. He stated that, on the day of the accident, the left button on the instrument was stuck all the way in and could not be used. That is the button that allows you to select and enter fuel amounts. He did not use it because he could not get the button to work. He also does not know if Raja typically enters the fuel in there when he adds fuel to the tanks so he is not sure how accurate the amount is that is in it now. He said if the button had worked, he would have entered 60 gallons total and used it to monitor fuel usage but he was unable to do that.

This was the first time that Raja had ever asked him to fly the Seneca with other people on board. All the other times that he has used the Seneca, it was for his own personal use. He felt the fuel gauges were accurate in the airplane from the times he has flown the airplane before. He stated that once you burn about 10 - 15 gallons out of each tank, the tank position does not allow you to accurately dip the tank since there is no fuel is not under the filler cap anymore.

I then asked Marshall who was supposed to pay for the fuel when purchased in Gulf Shores. Marshall stated that he was going to pay for it. He then stated that he was responsible for 1/5 of the fuel cost for the flight. He expected that he would bring the fuel receipt back to Lafayette and that he would be reimbursed for the other 4/5 of the fuel costs from the passengers or that David Barczuk would get the passenger's shares and pay him back. He knew that he was responsible for 1/5 of the cost of the fuel, the pro rata share. He did not expect to receive any compensation other than to be reimbursed for the fuel.

Marshall is not familiar with the term "operational control" and stated that he had not read much about sharing costs, charter operations, or any of the terms associated with charter.

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