



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: April 12, 2019
Person Contacted: William J. Hess
NTSB Accident Number: ERA18LA199

Narrative:

FAA inspector Hess contacted NTSB by phone on July 27, 2018, at 1650 EDT. He called from [REDACTED]

He inspected the cockpit and found the mixture control in the idle cut-off position, the throttle full out, the battery and alternator rocker switches each in the off position, and the fuel selector on both. The airplane was not tied down at the time, and he has 3 written witness statements.

He provided contact information for the pilot's wife (Fran Kramer) of [REDACTED]

The ignition switch was tightly secured to the instrument panel, and the position where first observed indicated the right magneto was hot. He has possession of the ignition switch and key, and he provided the following details concerning the switch:

ACS
Model A510
P/N C292501-0105

He provided details about the inbound flight in that the pilot's wife reported that she was not paying attention as to the shutdown, but she recalled her husband messed with the mixture control. With respect to the intended flight, her husband was doing his preflight, and he did not get into the airplane. She heard the engine and saw the propeller turning, then saw he husband fall. The pilot's wife was asked by him if her husband moved the propeller, and she said she could not recall. She said that she saw her husband through her peripheral vision.

Inspector Hess was asked if he felt anybody had moved the ignition switch between the time of the event and his inspection. He advised he did not. He found the electrical wires on the back of the switch were tightly secured.

He asked for the maintenance records and was advised they were at their Florida home.

The digest was reviewed with him during the call and he agreed with the content.



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Date: April 12, 2019
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Narrative:

FAA inspector Hess contacted NTSB by phone on September 18, 2018, at 1131 EDT. He called from [REDACTED] returning my call from earlier that day.

He advised that at the time of the accident, the hour meter indicated 813.8, and the tachometer was digital, but because he did not turn on power, he could not determine the tachometer reading at the time of the accident.

The following action items were discussed:

1. NTSB to provide FAA-IIC the Materials Laboratory Factual report. Complied with the same day via Accellion
2. Invite FAA-IIC to Accellion. Complied with the same day
3. Send FAA-IIC the ACS Report Signed by FAA. Complied with the same day via Accellion

The digest was reviewed with him during the call and he agreed with the content.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: October 1, 2018
Person Contacted: Conference Call
NTSB Accident Number: ERA18LA199

Narrative:

Mrs. Fran Kramer was contacted by phone on October 1, 2018, at 1000 EDT. She was called at [REDACTED]. Also present on the call were attorney Jim Brauchle, and Mary Schiavo of Motley Rice LLC.

At the beginning of the phone call they were 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. They were also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; she agreed to the interview and is being represented by Motley Rice LLC.

Mrs. Kramer provided an address of [REDACTED] Sarasota, Florida [REDACTED]. Her cellular phone is [REDACTED] and her e-mail address is [REDACTED].

At the on-set of the call they were advised of the status of the investigation which included being informed that the ignition switch and key were examined at the current manufacturer's facility, and also in the NTSB Materials Laboratory. Mrs. Kramer was advised that I had a copy of her interview with law enforcement. Mrs. Kramer was asked if she had seen a copy of the NTSB Preliminary Report. She advised she had not, but Mr. Brauchle had offered he could get access to it.

Mrs. Kramer indicated she is not a pilot and has never undergone any flight training, though she had flown frequently with her husband in that airplane. She was asked if during those flights whether her husband ever informed her of what he was doing. She indicated that she knows he would perform a preflight check of the airplane, and once that was completed he would enter the airplane to do the start procedure, followed by taxiing then takeoff. She indicated he would do all the checks per his training.

With respect to the preflight check, she was asked if she would participate or walk around while he conducted the inspection. She advised she would be present but would not participate. She was asked to describe in general, when her husband was at the nose of the airplane doing his preflight check, what would he be doing, and whether he would move the propeller. She indicated she can't give any specific details concerning his preflight checks. She was asked in general whether he would move the propeller as part of his preflight check and she stated, "I don't know."

I informed the group that the FAA records indicated that Mr. and Mrs. Kramer had owned the airplane since April 23, 2007, which Mrs. Kramer indicated sounded about right. She was asked if during that time the airplane was in their operational control and she advised yes. She was asked at any point since owning the airplane if they had or she was aware of any issues related to the key coming out, falling out, or being loose, to which she replied no. She was asked how many keys were provided when they purchased the airplane and she said she did not know. She was also asked if the ignition key had ever been replaced since they owned the airplane and she replied she doesn't think so.

Mrs. Kramer was asked if her husband as part of any check would see if the ignition key could be removed from the ignition switch in any position other than off. She replied that she doesn't know for sure, but can't imagine that could happen. She added that she knows that her husband wouldn't have thought that the ignition switch would be in any position other than off with the ignition key in his pocket at the time of the accident. She was asked if there was any previous instance since owning the airplane in which the ignition key was able to be removed from the ignition switch in any position other than off, she replied no.

Mrs. Kramer was asked who had flown the airplane postaccident from Cleveland, TN. She advised that a friend (neighbor) flew the airplane to Florida. Mrs. Kramer offered that the pilot would not want to be contacted by NTSB. The group was advised that NTSB would want to interview that person to get details, and Mrs. Schiavo offered Mrs. Kramer was on-board the airplane during that flight. Mrs. Kramer was asked details about the engine shutdown at the conclusion of the flight and she advised she knows the pilot pulled the mixture control and turned off the new ignition switch. She was asked for details as to how the engine behaved when the mixture control was pulled. She indicated she did not know. The group was informed that the NTSB would want to do a brief phone interview of that person.

With respect to the flight in Cleveland, Tennessee, Mrs. Kramer indicated that she was in the right front seat. She was asked how her husband secured the engine after landing and she indicated that he pulled the mixture control, and turned the ignition off and removed the key. She was asked if her husband mentioned anything to her about any discrepancy with the airplane and she said, "no, the aircraft was fine. Everything was as usual. Nothing was wrong with the aircraft."

With respect to their intended flight, she was asked the destination and replied Blairsville, Georgia.

After the accident, before FAA had arrived to inspect the airplane, she was informed to stay away from the airplane. She was asked if to her knowledge had anybody moved the ignition switch prior to FAA arrival. She indicated that when she was at the hospital, she was given her husband's personal affects, which included the ignition key which was in her husband's pocket at the time of the accident. She agreed to meet with the FAA the following day, and prior to meeting with FAA, met with law enforcement, and was interviewed. After meeting with law enforcement, she went to the airport and noted there was yellow tape around the airplane and nobody was near it. She then met the FAA, and gave an inspector the ignition key. She was not near the airplane when she turned over the key.

The group was informed that the ignition switch was made in April 1976. As part of the investigation the ignition switch was found between the off and right positions, and in that position it was determined that the right magneto was hot and not grounded. That fact was confirmed with the on-airframe and off-airframe testing. Mrs. Kramer indicated that she did hear the FAA speaking at the airport indicating that the ignition key had a "slight wiggle" to the left, and the right magneto was hot. She indicated that was very shocking to hear the findings.

Ms. Schiavo asked about a timeline as to when the ignition switch was removed, and whether it was tested before being removed. I advised that I do have a FAA inspector statement that will be a part of the NTSB public docket for the investigation that outlines the steps involved. As part of the investigation NTSB and FAA developed an investigative plan and followed it. All were informed that the NTSB paid for a mechanic to perform the work, that was witnessed by FAA. They were also informed that the FAA took possession of the ignition switch on July 27, 2018, which was the same day the FAA inspected the airplane.

Mrs. Kramer was asked if she had another ignition key. She advised she would look.

Ms. Schiavo confirmed that when the NTSB is done with the ignition switch and key, they should be returned to [REDACTED] Mount Pleasant, SC [REDACTED]

The digest was e-mailed to Attorney Brauchle and Schiavo for review on October 1, 2018. Jim Brauchle replied on October 2, 2018, at 2133 EDT with, "Tim, Mary and I have reviewed the summary of the interview and do not have any corrections...."



RECORD OF CONVERSATION

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Sr. Air Safety Investigator
Eastern Region

Date: April 10, 2019
Person Contacted: Clarence "Bill" Turley
NTSB Accident Number: ERA18LA199

Narrative:

Mr. Turley was contacted by phone on April 10, 2019, at 1142 EDT. He was called at [REDACTED] and the person who answered advised that he was unavailable but took my name and phone number. He called the same day at 1147 EDT from [REDACTED]. He provided an e-mail address of [REDACTED]

He was advised that I was the NTSB investigator concerning the accident involving N1311S, and I wanted to get information and details from him regarding the annual inspection he signed off on January 10, 2018. He indicated that he had been maintaining airplanes for 55 years, 43 of which have been in the same facility.

He was asked if he had the marked copy of their developed "Aircraft Inspection Report" for the annual inspection. He advised that he does not have the original paper. As part of their process, once the airplane is test flown and the maintenance entry made approving the airplane for return to service, he discards the hand marked paper. He added that details found during the inspection are added to the work order.

With respect to the check of the ignition switch during the annual inspection, he was asked to describe what that involved. He indicated that he inspected the back side of the switch, and its terminals for corrosion. He also verified as part of his check

At the last annual inspection, Airworthiness Directive (AD) 93-05-06 was complied with. At that time while the ignition switch was out of the airplane, he installed Kit A3650-2, which included a new plate and striker caps.¹

¹ According to Aircraft Spruce & Specialty Co., web site

He indicated that with respect to the operation of the switch, as part of the annual inspection, he checked the switch and the key. That process occurs with the engine running, he moved the key of the ignition switch to the off position and removed his hand from the key to see if the engine shut down or continued to run. If it continued to run he replaces the ignition switch and key. The engine did not continue to run. He also indicated that as part of his check during an annual inspection with the engine running, pulled slightly aft on the key when checking the magnetos, and also in between positions to see if the key can be removed. It could not be removed.

He relayed that the person who does their test flying had a serious incident about 20-25 years ago involving a Cessna 180 with a Bendix ignition switch. While outside the airplane, he moved the key of the ignition switch towards the off position, and moved the propeller which rotated and contacted his leg causing a serious laceration.

Mr. Turley relayed an incident in which he had been running an engine on the ground, and during the engine run the ignition key fell out of the ignition switch onto the floor while the engine continued to run. He surmised that the issue might be related to the ignition key being a duplicate and not an original.

Mr. Turley was informed that as part of the investigation, the alignment of the position of the key in the off position was slightly off from the alignment mark on the placard. He relayed that the mark might perfectly line up for a new switch, but as the switch wears the key and mark might not be exactly aligned.

Finally, he relayed that he thought the ignition switch issue might be related to people who were hand propping propellers. Because of the inherent dangers, people who were hand propping took extra precaution when handling propellers, and made sure they knew the position of the ignition switch.

The digest was e-mailed to him for review on April 11, 2019. The company replied the same day at 1423 EDT with, "...Bill said it is good, no changes."

<https://www.aircraftspruce.com/catalog/elpages/ignitionswitchkit.php>, the kit includes internal switch contacts and terminal board.