



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: May 4, 2020
Person Contacted: Michael O'Shea
NTSB Accident Number: ERA18LA229

Narrative:

Mr. Michael O'Shea of Florida Air Recovery and Storage was contacted by phone on September 19, 2018, at 1448 EDT. He was called at [REDACTED]

He confirmed that the wreckage is outside at their facility. He believed the engine compartment was covered up. The airplane was currently laying on its side with the right main landing gear extended. Currently, the right wing was straight up in the air.

He was told prior to responding by the Federal Aviation Administration that the fuel tanks were breached and the airplane did not have any fuel remaining on-board. As such when he removed the left wing, fuel leaked from the tank to the ground. He estimated that the tank contained between 20 and 25 gallons of fuel. The right wing was fractured outboard of the wheel well. For recovery he cut the wing at that location. He added that the right wing fuel tank was completely breached.

He indicated that he could get a picture of the elevator trim indicator and will provide. It was provided on September 20, 2018.

The digest was reviewed with him during the call.



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Date: November 2, 2018
Person Contacted: Thomas Carleton "Carl" Bowling
NTSB Accident Number: ERA18LA229

Narrative:

Mr. Bowling was contacted by phone on November 2, 2018, at 1205 EDT. He was called at [REDACTED] His wife's e-mail address is [REDACTED]

At the beginning of the call he was 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. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He indicated that he holds a private pilot certificate with airplane single engine land rating, certificate number [REDACTED] The address on his pilot certificate is [REDACTED] Oxford, Florida [REDACTED] His date of birth is [REDACTED] His home address [REDACTED] Tallahassee, Florida [REDACTED] and his work address is [REDACTED] Monticello, Florida [REDACTED]

He indicated that he has owned the airplane for about 16 years¹. Since owning the airplane, he had flown it about 2,000 hours, mainly for business (is in the horse business). At the time of the accident it was based at the Quincy Municipal Airport (2J9), Quincy, Florida, in a hangar. The purpose of the flight was to fly the airplane to Jefferson Landings Airport (74FL), Monticello, Florida, for an annual inspection that was overdue by about 3 months². The annual inspection was to be performed by John Chimura. The airplane was equipped with 40 gallon fuel tank in each wing and 20 gallon tip tanks. He typically fuels the airplane after landing, and last refueled

¹ FAA records reflect that he purchased the airplane on November 19, 2001.

² Copies of the maintenance records reflect the airplane's last annual inspection was February 12, 2017, which expired the last day in February 2018.

the airplane at 2J9 either in April or May 2018. He reported that the wings and tip tanks were filled when the airplane was fueled, but he may have flown the airplane on a short trip after fueling, which would have resulted in between 80 and 100 gallons of 100 low lead fuel being on-board at the time of takeoff.

He was asked if he was taking any medication and reported he is, but was not taking any pain medication. He reported having a clear head.

He provided the following timeline for August 24, 2018 –

He arrived at 2J9 about 1100, and when attempting to start the engine noticed the battery was weak. He put the battery on a charger for 30 to 40 minutes. During that time he performed a walk-around inspection of the airplane using the checklist, reporting “everything was good.” He started at the right wing, and then finishing at the right wing. The inspection included a check of each fuel tank for contaminants, none were found. He was asked if there was a fuel strainer or gascolator in the engine compartment and he advised there was not. His inspection also included a check of the engine oil, inspecting the flaps, and opening of a portion of the engine cowling checking for bird nests. He disconnected the battery charger, opened the hangar doors, and with the auxiliary fuel pump on, started the engine. He then did an engine run-up inside the hangar noting that the hangar and walls are empty. The run-up included a check of the magnetos and cycling of the propeller, noting that the magneto drops were “hardly any drop at all” adding that new magnetos were installed about 10 years earlier due to an issue in starting in Lexington, Kentucky.

He taxied onto the ramp, turned off the auxiliary fuel pump and taxied about 1/4 mile on asphalt and also about 3/8 mile on grass, offering that the engine-driven fuel pump was operating satisfactory. He taxied to runway 14, made a radio call announcing his departure, and was wearing the 3-point restraint snug. He initiated takeoff with the fuel selector positioned to what he recalled was the left tank. He rotated at 100 knots, and climbed to between 500 and 700 feet with the landing gear extended maintaining between 100 and 115 knots. He reported the engine suddenly lost total power, there was no spitting or sputtering. He did not recall if the propeller stopped. He immediately pushed the nose forward to maintain between 100 and 110 knots with the landing gear extended. He described the engine, “did not try to run.” He did not a) check the magnetos, b) move the fuel selector, c) turn on the auxiliary fuel pump, or d) check the engine gauges as there was no time. With respect to the fuel selector he indicated that, “it didn’t sound like the motor was running out of gas, it just shut down.” He flew the airplane and looked for an area to land looking for lower height trees. He glided about 1/4 mile with the landing gear extended, then flared before impacting a tree, adding that he flew the airplane all the way. The last thing he said was “Lord here I come.” He was knocked out and woke up in the ambulance. He recalled a man responding to the accident site, broke the airplane windows and pulled him from the wreckage, thankful that he responded because he later learned the people who owned the home where he crashed were not at home at the time. He recounted how he felt chemical burns in his groin area from spilled fuel and asked the medical person for water which he doused on his underwear to reduce the burning sensation. There was no postcrash fire.

His injuries include a broken neck, ruptured aorta which required immediate surgery, a punctured left lung, crushed left shoulder, and 5 broken ribs on his left side. He indicated that the pain from the fuel burn was the only pain that he was feeling at the time. He did not sustain any bruising or broken bones in his lower extremities.

He described a momentary issue with the autopilot after the engine was started, but that was resolved, adding that he was hand flying the airplane after takeoff. He indicated there was no pitch or pitch trim issues on takeoff, and was also asked if there was any pitch up or down, to which he replied no, adding there was no pulling up, down, left or right.

Located in the airplane was the battery charger, a turquoise colored book that contained notes about his flight review, his pilot logbook, and the maintenance records. There were no luggage in the airplane.

He was asked if he ever had a problem with fuel purchased at 2J9, he indicated no.

The digest was e-mailed to his wife for review on November 2, 2018. His wife replied on November 26, 2018, at 2143 EST with, "Mr. Monville, Mr Bowling has reviewed the interview notes and agrees that they are accurate."