



NTSB RECORD OF CONVERSATION

Adam Gerhardt
Air Safety Investigator
Eastern Region, Office of Aviation Safety (ERA)
National Transportation Safety Board

Date: 9/21/2018
Person Contacted: Michael Miles (FAA Inspector)
NTSB Accident Number: ERA18TA255

Narrative:

The following is a summary of a conversation that occurred with the individual named above:

- The airplane impacted elevated approach lights about 900 ft from the runway threshold, and traveled forward, stopping about 400 ft from the runway threshold, damaging additional approach lights in between.
- The throttle lever was pushed 3/4 of the way to full forward. The mixture and propeller levers were full forward. The carburetor heat was found off.
- The first debris located were propeller fragments near the first set of lights impacted.
- The airplane came to rest the opposite direction of travel and there was a distinct smell of fuel.
- The fuselage, canard, and both wings sustained substantial damage. Control cables were traced from the cockpit to the canard area.
- The engine displayed no oil leakage.
- Both occupants sustained serious injuries.



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Date: 10/31/2018
Person Contacted: Michael Miles (FAA Inspector)
NTSB Accident Number: ERA18TA255

Narrative:

A Federal Aviation Administration (FAA) inspector oversaw an airframe and powerplant mechanic examine the engine. The following were findings he reported:

- All spark plugs and leads were connected, and no physical damage was observed.
- All cylinders exhibited compression, and engine continuity was confirmed.
- About 3 to 4 quarts of engine oil was found in the sump. No debris was observed on the oil screen.
- The throttle, mixture, and propeller control cables remained attached to their respective attach points, and each moved freely.
- There was no damage observed to the induction system.
- The carburetor bowl drain plug was removed, and fuel poured out.
- There were no findings that were consistent with a preimpact mechanical malfunction with the engine or its accessories.