

Record of Telephone Conversation

Name: Hoster, Keith, Passenger/Owner N8319D
Address: UNK
Phone: [REDACTED]
Date: 10/24/2018
Description: Passenger statement regarding incident of October 24, 2018.

Inspector Tscha conducted a telephone interview with Mr. Keith Hoster, regarding the accident of October 24, 2018 involving fixed wing airplane, BE-J35, N8319D.

Mr. Hoster was asked to recount the events on October 23-24, 2018 to the best of his recollection. Mr. Hoster stated that he had just purchased N8319D on October 23, 2018 at approximately 1700 and planned on having his friend Mr. Jeffery Kay fly him and the aircraft back to Texas, where both of them resided, that evening.

Mr. Hoster stated that they departed Windsock Village (NH69), shortly after completing the purchase of the aircraft, for a short flight to Portsmouth NH (PSM) to refuel. Mr. Hoster stated that they filled up with fuel, "topped off", at Portsmouth and that he, Mr. Hoster had performed the fuel sump on all four fuel tanks. I asked Mr. Hoster if anyone had visually checked the physical amount of fuel/level in each fuel tank to which Mr. Hoster said that he had visually verified that all four fuel tanks were topped off. I asked Mr. Hoster if he was the only individual to sump and visually verify the physical amount of fuel/level in the individual aircraft fuel tanks prior to take off from PSM and he replied yes, he was the only individual that performed the sump of the fuel tanks and visually verify the amount of fuel in the aircraft fuel tanks. Mr. Hoster stated that he had paid for the fuel, and recalled that it was over \$200 and that his credit card was initially denied but the issue was resolved shortly after contacting his credit card company. I asked Mr. Hoster if he knew how much fuel was serviced at Portsmouth to which he replied around forty something gallons. I asked Mr. Hoster for his evaluation of the fuel sump samples to which Mr. Hoster replied that it looked very good and clear and that he saw no indication of water or foreign debris. Mr. Hoster stated that although he was not a pilot, he was an aircraft broker and was very familiar with Bonanza aircraft. Mr. Hoster stated that this aircraft was one that he was personally going to keep to help him restart his pilot certification.

I asked Mr. Hoster to recount the segment of the flight just prior to the engine shutdown to impact to which Mr. Hoster stated that the entire flight it was uneventful, very smooth with no turbulence at all. Mr. Hoster stated that while on final to UNV he had noticed the fuel pressure gauge drop to zero and almost immediately go back up. I asked Mr. Hoster if he could remember what the fuel pressure gauge read after it went back up to which Mr. Hoster stated that he could not recall. Mr. Hoster stated that he notified the pilot of the fuel pressure gauge indication and noticed that the pilot had already or was in the process of turning on the auxiliary fuel pump and that the pilot was busy "doing something" and did not acknowledge Mr. Hoster. I asked Mr. Hoster if he knew if the pilot had turned on the auxiliary fuel pump prior to or after Mr. Hoster informed the pilot of the drop in fuel pressure indication to which Mr. Hoster stated that he could not recall the exact sequence of events. Mr. Hoster stated that was about the time the engine shutdown occurred. Mr. Hoster stated that the pilot made a slight left turn as the pilot thought there was an empty field that they might be able to make. Mr. Hoster stated that the pilot then saw the runway lights to UNV and proceeded to level the aircraft in preparation

for a controlled crash. Mr. Hoster stated that the aircraft struck multiple tree tops before impacting the last tree then pretty much fell straight down and impacted the ground hard. Mr. Hoster stated that after the aircraft had settled to its final resting place the pilot had turned "everything" off to save the aircraft. Mr. Hoster then tried to open the passenger door but could not due to the damage to the door. Mr. Hoster stated that he and the pilot climbed out of the Pilot's side window and stayed by the aircraft until the first responders arrived. I asked Mr. Hoster the extent of his injuries to which he replied he had a cut on his head which was bleeding but other than that, he felt fine. Mr. Hoster stated numerous times that he was lucky to be alive and attributed that to Mr. Kay's flying ability. Mr. Hoster stated that he was taken to the emergency room and treated for the laceration on his head and had multiple tests performed on him by the medical facility. Mr. Hoster stated that upon release from the hospital, he and Mr. Kay caught the first commercial flight they could back to Texas.

I asked Mr. Hoster if he could think of anything else that he could recall regarding the aircraft accident that could be relevant, to which he stated no, not at the moment.

I then informed Mr. Hoster that I was informed through the pilot, Mr. Kay that Mr. Hoster had taken all the maintenance logbooks for N8319D after the crash and that Mr. Hoster had them in his possession. Mr. Hoster confirmed that he did take the logbooks with him after the crash. I informed Mr. Hoster that I would need to review all the maintenance log books and would need specific documentation of annual inspections and AD compliance. Mr. Hoster stated that he would send it to me and I gave Mr. Hoster my email address. I also asked Mr. Hoster if he could send me a written statement of the accident.

Inspector Tscha asked Mr. Hoster if the aircraft was insured. Mr. Hoster stated that he was not sure as he had obtained a quote from his insurance company, which stated to call them to activate the policy but by the time he had concluded the purchase of the aircraft and called the insurance company, the office was closed, so he left a voice message.

Inspector Tscha then informed Mr. Hoster that the NTSB Investigator would be contacting him in the near future and that I would also be following up with him.

Phone conversation ended.

Henry H. Tscha
Aviation Safety Inspector