

Record of Telephone Conversation

Name: Fewerda, Marty/Previous Owner N8319D
Address: UNK
Phone: [REDACTED]
Date: 11/1/2018
Description: Statement regarding sale of aircraft/condition to Mr. Hoster

Inspector Tscha conducted a telephone interview with Mr. Marty Ferwerda, regarding the sale and condition of the of fixed wing airplane, BE-J35, N8319D to Mr. Keith Hoster on October 23, 2018.

Mr. Ferwerda was asked if he was the previous owner of N8319D and if he had sold N8319D to a Mr. Hoster on October 23, 2018. Mr. Ferwerda stated that yes, he was the previous owner and did sell that aircraft to a Mr. Keith Hoster but that he was not physically present during the final transaction on October 23, 2018.

I asked Mr. Ferwerda during his time as owner of N8319D, if the aircraft had any known fuel system discrepancies or anomalies. Mr. Ferwerda stated that while he had owned N8319D, that the was not aware of any fuel system issues. I asked Mr. Ferwerda if the aircraft was airworthy at the time Mr. Hoster took possession of the aircraft. Mr. Ferwerda stated that the aircraft was airworthy when he sold it to Mr. Hoster. I asked Mr. Ferwerda he was aware of any other issues with N8319D other than the fuel system that might not be considered a discrepancy but unique to that particular aircraft. Mr. Ferwerda stated that there were no issues with the aircraft, that it was a great aircraft and was very easy to fly. Mr. Fewerda stated that it flew just fine as long as you followed the POH.

I asked Mr. Fewerda if he transferred all the maintenance logbooks to Mr. Hoster to include the propeller, engine and airframe logbooks. Mr. Ferwerda stated that he transferred all the logbooks to the new owner with exception of the original airframe logbook as it was lost. I asked Mr. Fewerda what period the original airframe logbook would have covered to which Mr. Ferwerda stated that he believed it would have covered from the time it was built in 1958 to approximately 1968. I asked Mr. Ferwerda if there were any time lapses between the lost original airframe logbook to airframe logbook that was transferred to Mr. Hoster. Mr. Ferwerda stated that the airframe logbook that he gave to Mr. Hoster picked up right where the original lost airframe logbook left off. Mr. Ferwerda stated that since the sale of the aircraft that he has not had any contact with Mr. Hoster.

I asked Mr. Ferwerda if he knew the last time that he had his aircraft, N8319D, tested under 14 CFR 91.411 and 91.413. Mr. Ferwerda stated that he could not recall the last time he had his aircraft tested. Mr. Ferwerda stated that he is an instrument rated pilot but rarely flew IFR and that he usually kept all his aircraft up to date. I asked Mr. Ferwerda if he could recall what 145 repair station that he would normally take his aircraft to have 91.411 and 91.413 done on his aircraft. Mr. Fewerda stated that there were many avionics repair stations in the area and he could not recall. I asked Mr. Ferwerda if his son, who sometimes flew N8319D might have knowledge of when the last time 91.411 and 91.413 was completed on N8319D to which Mr. Ferwerda stated that no, his son would have no knowledge and that his son only flew the aircraft while he took care of all the maintenance.

I asked Mr. Ferwerda if during his ownership of N8319D if he had ever flown it long distance. Mr. Ferwerda stated that he used to fly it as far as Florida on occasion. I asked Mr. Ferwerda if during those long flights if he had encountered any fuel system issues. Mr. Ferwerda stated that on one flight, he had flown for three and one half hours and after landing he was surprised to discover how little fuel remained in the aircraft. Mr. Ferwerda said it was a wake up call due to the fact that by his calculations the aircraft should have had more fuel onboard. Mr. Ferwerda stated that on average he would fly the aircraft at around 65% which would burn approximately 12.5 gallons per hour. Mr. Ferwerda stated that after that event, he never flew the aircraft more than three hours before refueling.

I asked Mr. Ferwerda if he was aware of any issues involving the main tank fuel quantity gauge, i.e. erroneous readings, slow to respond after selecting a different fuel tank. Mr. Ferwerda stated that he could not recall any problems and rarely monitored the fuel quantity gauge. I asked Mr. Ferwerda if he knew of any issues regarding the fuel pressure indicator on N8319D during his ownership. Mr. Ferwerda stated that he did not know of any issues.

I asked Mr. Ferwerda if in the future he should remember when or which repair station performed 91.411 and 91.413 last on aircraft N8319D to please give me a call. Mr. Ferwerda stated that he would be away on business for the next couple of weeks but if he could remember or find any documentation regarding 91.411 and 91.413 he would contact me.

Phone conversation ended.

Henry H. Tscha
Aviation Safety Inspector