



MEMORANDUM OF RECORD

Eric Alleyne
Air Safety Investigator
National Transportation Safety Board
Office of Aviation Safety - Eastern
Region

NTSB Case Number: ERA19LA095

Telephone interview w/owner: Adam
McClellan

Place: Knotts Island, North Carolina

Interview date: 2/4/2019

Subject: FAA conducted interview of
aircraft owner

The FAA inspector contacted owner Adam McClellan by telephone at [REDACTED]. Mr. McClellan reported that the aircraft is still in the area of the accident. The closest address is 264 Island Bay Lane. It was stated that moving the aircraft would be quite a feat because of the marshy location.

This aircraft set dormant for multiple years and Mr. McClellan purchased the aircraft to recondition it and return to service. After extensive work the aircraft was leased to Curtis Eads Flight School. The proprietor of the school is Jim Byrd. Mr. McClellan and Mr. Byrd stated this flight was to be a post maintenance test flight. The pilot of the aircraft is a member of the flight school, Robert Hill was advised, by Mr. Byrd, to remain in a pattern of the local airport, considering how much maintenance was performed. Mr. McClellan is an A/P mechanic and an I/A holder. He performed the maintenance. Mr. McClellan said that 20 to 30 minutes of runs, taxi and operational tests were performed by Mr. Byrd on the ground before the test flight. According to these sources, the aircraft was topped off with fuel before these grounds. An estimate from Mr. Byrd suggested a full tank of fuel on one side and approximately ½ tank on the other on take off by Mr. Hill.

I requested log book entries, FAA forms 337 and any documents pertaining to the maintenance of the aircraft since the purchase be sent to me via e-mail.



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Telephone interview: Jim Byrd

Place: Knotts Island, North Carolina

Interview date: 2/3/2019

Subject: FAA conducted interview of
Flight school owner

The FAA inspector contacted Mr. Jim Byrd, the proprietor of Curtis Eads Flight School located in Suffolk, VA.

Mr. Byrd was interviewed due to his involvement of attempting to purchase the aircraft and arranging for Mr. Hill to fly the aircraft. Mr. Byrd was present upon departure of the aircraft. Mr. Byrd stated that he briefed Mr. Hill on the maintenance performed and directed Mr. Hill to fly in the pattern because of the extent of the maintenance. Mr. Byrd stated that he did not fly the aircraft himself because his medical was expired. Mr. Byrd was upset with the aircraft leaving the requested area. Mr. Byrd or the owner Adam McClellan understood why Mr. Hill flew out of the area.

It was reported to Mr. McClellan and Mr. Byrd from the pilot that the aircraft had an electrical failure for "a few minutes" and then return back to operation. A few moments later the engine began to lose power and stopped running. Mr. Hill tried to make a road close by but landed short in a marshy area.