



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: April 8, 2019
Person Contacted: Danny Cox
NTSB Accident Number: ERA19LA143

Narrative:

FAA inspector Danny Cox was contacted by phone on April 5, 2019, at 0901 EDT. He was called at [REDACTED]. He provided an e-mail address of [REDACTED]. The FAA inspector in charge (FAA-IIC) will be James Cook of the W. Columbia, SC FSDO. His contact is [REDACTED].

He indicated that he and another FAA inspector who was in training (John Pless) went to the accident site located in South Carolina the date of the accident and reported the pilot also was on-scene. They did not return home until about 2200. John's work phone is [REDACTED]. The pilot was Dwayne King, and his pilot certificate number is [REDACTED]. His phone number is [REDACTED]. The pilot also held an airframe and powerplant mechanic certificate with inspection authorization.

A phone number believed to be for law enforcement is [REDACTED].

He reported that the airplane had been moved before he arrived. The 1st touchdown point was 33.7689° N and -081.9866° W. The airplane had been moved when he arrived. It was located at 33.7691° N and -081.9856° W. He estimated it was about 1,000 feet from the 1st touchdown to the location of the airplane.¹

¹ Using Google Earth, the distance and direction between/from the 1st touchdown and the observed position of the airplane was about 310 feet and 076°.



Figure 1: Google Earth Plot Depicting 1st Touchdown Location and Where FAA observed the airplane to be located.

He noted the left wing rear spar was buckled due to contact with a power pole. The flaps were down and the right wingtip contacted the ground. The airplane was upright and there was no fuel leakage from the left wing fuel tank. One propeller blade was bent forward about 6 inches from the tip and had a big chunk of mud on the blade. The other blade appeared OK. The airplane had vented fuel caps installed, and he could not check the fuel vent line. He rotated the propeller and saw 9 quarts of oil registering on the oil dipstick. He could not determine the fuel quantity in each fuel tank, but did check the wing tanks and fuel strainer for contaminants and none were found. The fuel selector was on the left tank position. There was no damage to the left landing gear. John Pless has the tachometer reading.

A witness (Victor Laham) reported hearing “bad” sounds from the engine, which then quit. He can be reached at [REDACTED]

He reported the airplane had been sitting for about 7 years, and was purchased, then donated to the pilot. There was no current airworthiness or registration certificates in the airplane. The maintenance records were in the airplane when he inspected it. He left them in there for the FAA-IIC. The pilot signed off the annual inspection the day before the accident at tachometer time of 1,498 hours, or 350.1 hour meter reading.

He indicated that during the pilot’s examination of the engine on April 3rd, while at Washington-Wilkes County Airport (KIIY), Washington, Georgia, he reported a stuck exhaust valve. The pilot staked the valve and ran the engine for about 1 hour. On April 4th, he also noted a stuck valve. He staked the valve then flew the airplane from KIIY to Daniel Field Airport (KDNL),

Augusta, Georgia, noting the engine was OK. During the accident flight from DNL to Boone Inc Airport (NC14), Boone, North Carolina, while flying at 2,000 feet mean sea level, the pilot reported to him that he heard “popping” sounds” from the engine, and began looking for a place to land. He spotted a field, and turned downwind flying in a westerly direction, then turned to a northerly direction. While on the ground, the left wing collided with a pole about 4 to 5 feet above ground level.

With respect to the passenger, John Pless has the persons name. The passenger was not injured.

The digest was reviewed with him during the call and he agreed with the content.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: April 5, 2019
Person Contacted: Dwayne William King
NTSB Accident Number: ERA19LA143

Narrative:

Mr. Dwayne King was contacted by phone on April 5, 2019, at 1002 EDT. He was called at [REDACTED] He provided an e-mail address of [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 provided an address of [REDACTED] Sutton, Alaska [REDACTED] His date of birth is [REDACTED] He holds a commercial pilot certificate with ratings for airplane single engine land and sea, airplane multi-engine land, instrument airplane, and glider. He also is Type Rated second-in-command only in the DC3 airplane. His pilot certificate number is [REDACTED] He also holds a flight instructor certificate with ratings for airplane single engine, airplane multi-engine, and instrument airplane, with an expiration of 29 February 2020. He holds an airframe and powerplant certificate, certificate number [REDACTED] and has inspection authorization (IA)². He holds a 2nd class medical certificate with limitations "must wear corrective lenses" and "must use hearing amplification" issued April 4, 2018. He has greater than 20,000 hours, of which an estimated 15,000 hours are in single engine airplanes. He estimated that he has about 100 hours in Cessna 175 airplanes, of which he owns 3. He has been a pilot and mechanic since 1968, and is responsible for maintaining a fleet of 33 airplanes. Mr. King is the founder/director/president of Kingdom Air Corps, Inc., which has the same address as his own.

¹ He was advised that the NTSB will not release any personally identifiable information (PII).

² He noted during the call that he just renewed his IA, but the expiration of his IA was listed as 2020, instead of 2021, which he needed to get corrected.

Mr. King was asked to describe what he knew about the airplane and advised that it was for sale on Facebook Messenger. He indicated that the previous owner had owned it new since 1959³. A person named Vicky purchased the property and discovered the airplane (N7622M) in a hangar on the property. She was able somehow to produce a bill of sale from the previous owner to herself, and was able to sell it. The airplane had sat in the barn in Georgia for about 6 years. Mr. King was asked if he knew whether the engine was preserved or if it was periodically started during that 6 years time span and the airplane operated. He advised the engine had been periodically started, but the airplane was not flown. He did not have any more details about what occurred to the engine during that time, but a nearby mechanic name Kendsy might have details.

A friend of his named John Turner who is not a pilot nor airframe or powerplant mechanic, nor associated with Kingdom Air Corps, Inc., inspected the airplane sometime the week of March 24, 2019. At that time it was located at a remote airstrip in Georgia. He did not have the address of the airstrip at the time of the call as he was a passenger in a vehicle being driven. Mr. Turner can be reached at [REDACTED]

Mr. Turner purchased the airplane on either April 2nd or April 3rd, 2019, and immediately donated it to Kingdom Air Corps, Inc. At the time of purchase, it had about 1,400 hours total time. The first time Mr. King saw the airplane was the morning of April 3, 2019. Mr. King indicated that “we” (several individuals, Mr. Turner, and himself) arrived at the airplane on April 3rd, and began the process of disassembling the airplane. That included removal of the wings. But before the wings were removed, each wing fuel tank and the fuel strainer were checked for contaminants; none was found. Each wing fuel tank was drained in containers and each was found to contain about 3/4 capacity of 100 low lead (100LL) fuel. As part of his check of the fuel system he did not check the carburetor bowl. The fuel that was drained from the wings was retained. The wings were then removed, and each wing fuel tank finger screen was clean. The airplane was trailered to the Washington-Wilkes County Airport (KIIY), Washington, Georgia.

While at IYY, the wings were installed, and then each fuel tank was filled from the airport’s fuel supply with 100LL fuel. He then performed an annual inspection, and when asked what reference material he used such as 14 CFR Part 43 Appendix D, he stated that he did it from memory as he had previously done “hundreds of inspections.” He was asked if he did a differential compression test of each cylinder as part of his 100-Hour inspection of the engine and he reported he did this check by rotation of the propeller, but not by using a compressed air source applied to each cylinder. During that check he noticed the No. 2 cylinder was “dead” and attributed that to be because the exhaust valve was stuck. He ran the engine for about 5 to 10 minutes, and confirmed that condition still existed. He secured the engine, staked the valve, and ran the engine again reporting no discrepancies. He was asked if he drained the carburetor bowl as part of his inspection and he reported that since the fuel system checked good, and the fact that the engine had been operated for about 2 hours, he did not check it. He was also asked if he checked the left wing fuel vent line for obstructions as part of his inspection. He reported that he did not blow in it or suck on it to see if it was clear, but because after fueling he noted fuel

³ FAA records reflect that the airplane was manufactured in 1959, and the previous owner, Mr. Lawton, purchased the airplane on March 19, 2002. Since manufacture, it had been owned by several different entities before being purchased by Mr. Lawton.

leaking from the left wing fuel vent he surmised that it was free of obstructions. He signed off the annual inspection, then took off from IIY and remained over the airport for about 45 minutes. During this time he repositioned the fuel selector, making sure fuel was flowing from the right fuel tank. He then flew to Daniel Field Airport (DNL), Augusta, Georgia, reporting that the flight duration was about 16 minutes. No discrepancies were noted during that flight, and no fuel was purchased at DNL.

On April 4th (accident date) he arrived at DNL and performed a preflight inspection of the airplane. His preflight included a check of contaminants in each fuel tank and fuel strainer; no contaminants were reported. He performed an engine run, but noted the same cylinder had a stuck exhaust valve. He secured the engine, staked the valve, and ran the engine again reporting the engine ran fine.

With respect to the accident flight, he was seated in the left seat and was wearing the seatbelt; no shoulder harness was installed in either front seat position. A pilot-rated passenger (Andre Guley)⁴ who was in the right front seat for the anticipated flight to Boone Inc Airport (NC14), Boone, North Carolina, was also wearing the seatbelt. Before departure he performed an engine run-up noting that each magneto rpm drop was 150, and also performed several full throttle static engine run-ups noting that the maximum attained rpm was indicating between 2,500 and 2,600⁵. He added that the maximum rpm redline is 3,100⁶ He did not have a flight plan filed for the flight. He began the takeoff with the fuel selector positioned to “both” reporting that the engine rpm was 2,600 while accelerating, adding that the rpm increased to between 2,700 and 2,800 rpm during the climb with full throttle applied. He climbed to 2,000 feet mean sea level and leveled off, adding that the engine was operating near full throttle, or at 3,000 rpm. With the mixture control full rich, he moved the fuel selector to the left tank, and was on that position for about 5 minutes, at which time the engine began to run “a little shaky” like there was a stuck valve. He turned to proceed to the Edgefield County Airport (6J6), Trenton, South Carolina, which he had flown out of and was familiar, but he realized he was unable to reach it. The engine began to run rougher, and while flying towards 6J6, the engine quit completely consistent with what he thought was a fuel issue. He did have normal oil pressure at that time. He moved the fuel selector to the “both” position for a few seconds, but that did not restore engine power. He moved the fuel selector to the right tank position, and that also did not restore engine power. He did not move the fuel selector to the left position as it was on that position when the engine first lost power. He also pushed the mixture control full forward (it had already been full forward), checked carburetor heat, and switched the magnetos, but that did not restore power. He looked for a place to land and spotted a pasture. He set up for landing in the pasture, lowered the flaps, and landed into the wind. After landing he steered the airplane to avoid cows that were in the pasture. The airplane rolled about 200 feet, then the outer 5 to 6 feet of the left wing collided with a light pole. Neither he or the passenger were injured. A local nurse also checked out both of them. Mr. King indicated during the call that the accident site was located about 18 nautical

⁴ He does not hold a FAA issued pilot certificate. He holds a Russian pilot certificate.

⁵ According to FAA Type Certificate Data Sheet 3A17, dated July 29, 2015, the static rpm limits for a landplane with a McCauley 1A175/FC 8455 or 8467 propeller is not under 2,640 to not over 2,740 or with a McCauley 1B175/MFC 8455 or 8467 propeller is not under 2,545 to not over 2,645.

⁶ According to FAA Type Certificate Data Sheet 3A17, dated July 29, 2015, the maximum rpm is 3,200.

miles from the departure airport, and that the accident flight duration was about 15 minutes. He estimated that the accident occurred about 1215.

Mr. King was on-scene that same day when FAA inspector Danny Cox of the Atlanta FSDO arrived. He reported that the left wing spar and flap were damaged. While on scene with inspector Cox he pointed out that the left fuel tank vent had a fuel stain around it, indicating that it was free of obstructions such as mud daubers, etc. Postaccident during examination of the engine they noticed bad compression on at least 1 cylinder during rotation of the propeller. He received permission to move the airplane in a better place and tied it down. He also placed a barricade around the airplane to prevent cows from accessing it. He surmised that the investigation would determine that the right tank was nearly full of fuel, while the left fuel tank would be about 1/2 full. The engine had been operated on the ground or in-flight about XXXX hours since the tanks were filled.⁷

The airplane was not insured.

Since Mr. King had been maintaining airplanes since 1968, he was asked if as part of his annual inspections he ever checked the integrity of the ignition key to switch. He indicated that in fact he had an ignition key fall out of the ignition switch during a flight in an airworthy airplane. As an A&P/IA because of aging airplanes he does consider worn items, relaying that is why he teaches people to be safety conscious around the propeller. In fact, during the postaccident examination of the airplane by the FAA, while the inspector was rotating the propeller, he cautioned him that the magnetos could be hot.

He was asked to consider the key to switch integrity being an issue more so when turning the key towards off, but in fact the key comes out of the switch before the magneto switch is in the off position. Therefore, the right magneto would still be hot, and the engine could start with movement of the propeller.

He did state that in May he would be conducting an orientation for 6 to 7 of his full-time company mechanics, and 4 IA's. During that orientation he would ask them to pay attention during maintenance for the key to ignition switch integrity. In fact, he mentioned that he currently has 1 airplane in which the key can come out of the ignition switch while the engine is running. He would use that airplane as a teaching device to the mechanics showing them how that is an unsafe condition. I asked him to consider performing maintenance on that airplane and consider replacing the ignition switch and key. He indicated that he would check all his airplanes and if worn, would replace the ignition switches and keys. He also indicated that the end of January each year he lectures at LeTourneau University, located on Longview, Texas.

He ended the phone call with information that he and his wife were heading to a function for Bruce Landsberg formerly of AOPA, who is now the NTSB's Vice Chairman. Their connection to Mr. Landsberg is that his wife was his personal secretary while he was at AOPA.

⁷ Mr. King was asked a comment within the DRAFT version to clarify this information.

The digest was e-mailed to him for review on April 8, 2019. He did not reply.



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Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: April 8, 2019
Person Contacted: John Turner
NTSB Accident Number: ERA19LA143

Narrative:

Mr. Turner was contacted by phone on April 8, 2019 at 1026 EDT. He was called at [REDACTED]
[REDACTED] He provided an e-mail address of [REDACTED]

He indicated that he is not a pilot or aviation mechanic.

He indicated that the airplane had been owned by Mr. Lawton, but because he was getting old, he sold the property and airplane to a Vicki Worthington. It had not flown in about 6 years, possibly longer.

On March 24, 2019, he and Charley Boswell (who also isn't an aviation mechanic)¹ inspected the airplane that was located in a hangar at [REDACTED] Lincolnton, Georgia [REDACTED] He intended to inspect the airplane with the intention of seeing if it was worthy to donate to the accident pilot's ministry called Kingdom Air Corps, Inc. It did not have any dents or dings, and it appeared to be OK.

As part of their inspection of the airplane the spark plugs were removed, and the compression of each cylinder was checked, noting it had a stuck valve. They ran the engine and noted it had a stuck valve, but did operate. Knowing that it needed work, Mr. Turner provided funds to purchase the airplane on March 27, 2019, but did not put his address on the FAA Bill of Sale because he intended on immediately transferring ownership to Kingdom Air Corps, Inc.² On April 2, 2019, the airplane was picked up from Vicki Worthington, and was taken to the Washington-Wilkes County Airport (KIIY), Washington, Georgia. He (Mr. Turner) was present

¹ Mr. Boswell is a pilot but is not current due to his age

² He provided NTSB a copy of the original hand written bill of sale, the FAA Bill of Sale showing the purchaser as Kingdom Air Corps, and the Bill of Sale when the previous owner (Mr. Lawton) sold it to Vicki Worthington.

at KIIY, and while there, reported they went to great extremes to make sure the airplane was airworthy, including adding fresh fuel, and freeing the sticking valves, which culminated with a 20 minute test flight over KIIY, before being flown to Daniel Field Airport (DNL), Augusta, Georgia, where he was also present.

He was asked if he had any videos of the engine runs, and he advised he did and would provide to NTSB.

The digest was e-mailed to him for review on April 8, 2019. He replied the same day at 1150 EDT with, "No changes needed. Correct as reported. John...." The corrected digest was e-mailed to him on April 8, 2019.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: April 3, 2020
Person Contacted: James Cook
NTSB Accident Number: ERA19LA143

Narrative:

FAA inspector James Cook contacted NTSB on April 9, 2019, at 1110 EDT. The phone number was not recorded.

He indicated that the airplane was equipped with a Continental GO-300 engine¹, and a McCauley 1A175/FC8467 fixed pitch propeller, serial number 66995. The left magneto was (Slick) model 6367, S/N 02010385.

With respect to the engine examination, the engine cowlings were removed, and the fuel line to the carburetor was disconnected. The carburetor bowl had fuel present when 1st examined. The engine was started and operated to about 1,500 rpm; a full rpm engine run could not be performed. During the engine run when checking the magnetos the engine ran rough then quit when operating on the left magneto, but the engine operated satisfactory on the right magneto. He verified that there were no stuck valves, and checked the ignition switch electrically with no issues noted. With respect to the right magneto, the ignition leads for the Nos. 4T and 6T were swapped. All other ignition leads were properly installed. He verified there were no obstructions of the fuel supply from either tank through the fuel selector, then forward to the engine on the left, right, and both positions. No fuel contaminants were noted. There were no obstructions of the air induction or exhaust systems.

The left magneto was removed and retained for shipping to the NTSB.

The digest was reviewed with him during the call and he agreed with the content.

¹ He indicated by e-mail on April 11, 2019, that the engine data plate was too badly worn to read the model and serial number, but a document in the Federal Aviation Administration airworthiness file depicted a GO-300A, engine, serial number 5497-8A.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: April 5, 2019
Person Contacted: Dwayne William King
NTSB Accident Number: ERA19LA143

Narrative:

Mr. Dwayne King was contacted by phone on April 11, 2019, at 1115 EDT. He was called at [REDACTED]
[REDACTED]

He indicated that during the postaccident engine run, it was only operated to 1,500 rpm due to safety concerns. The engine was run for about 1 to 2 minutes with the fuel supply line disconnected from the carburetor and the fuel selector off. The mixture control was checked during the engine run and it worked satisfactory. He indicated that as part of their inspection they did not eliminate the left magneto P-Lead.

He feels that the engine would have developed full power. He reported there were no stuck or open valves. He did note that when he switched to the left magneto the engine quit.

As part of the postaccident inspection, they took the air filter out and looked at the airbox finding no issues. The bracket filter was properly installed with the screen on the aft side. He operated the carburetor heat control and noted normal operation. The airbox consisted of an aluminum duct bolted to the bottom of the carburetor.

He did check the ignition switch and was able to remove the key while it was in the both position.

The airplane was currently in Augusta, Georgia.

He was asked to:

1. Check the left and right P-Leads visually and by multi-meter for short to ground
2. Confirm the manufacturer of the ignition switch

The digest was reviewed with him during the call and he agreed to the content.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: April 5, 2019
Person Contacted: Dwayne William King
NTSB Accident Number: ERA19LA143

Narrative:

Mr. Dwayne King was contacted by phone on April 8, 2020, at 0907 EDT. He was called at [REDACTED] and left a voice mail message. He was also sent a text the same day at 0956 EDT to the same number requesting he call NTSB.

He returned the call the same day at 1530 EDT, from the same phone number. He was asked about the status of the airplane and he reported that he is currently in the process of installing a Lycoming O-360 series engine into the airplane in accordance with a Supplemental Type Certificate.

He was asked about the status of the NTSB Pilot/Operator Aircraft Accident/Incident report that was sent by e-mail on April 8, 2019. He indicated that he did receive it and began working on completing it and actually thought he had. He was informed that I had not received it. He asked that it be resent, and it was resent the same day at 1609 EDT.

He was asked about the review of the NTSB typed interview notes that were sent by e-mail on April 8, 2019, at 0755 EDT. He asked that the digest be sent again, which it was the same day at 1623 EDT.

With respect to the original interview, he was reminded that he had a pending action item to test the P-Leads to confirm whether either was shorted to ground between the ignition switch and the magnetos. He indicated that would be easy for him to check and he likely could perform the inspection on April 10, 2020. He indicated that before takeoff the engine ran on the left and right magneto positions.

He was asked about the maintenance records and he advised that he has them. He was asked for a copy of the entries in the airframe and engine logbooks, and also the previous entry to determine how long the airplane sat.

He was asked to clarify that during his flight the day before over Washington-Wilkes County Airport (IYY), Washington, Georgia, whether he did not land and continued to Daniel Field Airport (DNL), Augusta, Georgia. He indicated that after flying for about 45 minutes over IYY, he landed, got his tools, and then flew to DNL. He added that with respect to the accident flight, after flying about 18-20 minutes, in level flight, the engine began to run rough.

He reported that he had determined the reason for the loss of engine power. He determined that one cylinder exhaust valve guide came out of the cylinder and was stuck to the exhaust valve. He also found that another cylinder had the pushrod socket¹ of the lifter assembly separate, which in his opinion occurs when the valve sticks open. He recapped information about the accident flight and reported that about the same time during the accident flight, he had a problem with 2 cylinders. The sticking valve issue was easy to correct by staking the valve and he thought the issue was solved. He was asked by phone to provide me pictures of the cylinders which he confirmed he still had. He was sent an e-mail the same day at 1709 EDT asking for:

1. "A test of the left and right magneto P-Leads to verify neither can short to ground in the engine compartment.
2. A test of the ignition switch to verify that with the switch in the left position, it is not actually grounding the left magneto. If so, let me know ASAP.
3. A formal signed, dated statement addressed to my attention that explains in detail your post recovery results concerning the engine examination.
4. Confirm what cylinder had the valve guide pull out of the cylinder and confirm it was the exhaust valve
5. Confirm what cylinder had the lifter cup come out of the valve lifter body. Where was the lifter cup found? Was it damaged?
6. Provide any pictures you can of the cylinder findings."

The digest was reviewed with him during the call and he agreed with the content.

¹ According to the engine Illustrated Parts Catalog part number (P/N) X30020, the pushrod socket is P/N 633758.