



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: July 25, 2019
Person Contacted: Kenneth R. O'Bryant
NTSB Accident Number: ERA19LA235

Narrative:

Mr. Kenneth R. O'Bryant was contacted by phone on July 25, 2018, at 1258 EDT. The phone call was made using Sgt. Miles of the Virginia State Police cellular phone of [REDACTED]. Also present on the call was FAA inspector Amber D. White of the Richmond, VA FAA Flight Standards District Office. Mr. O'Bryant provided an e-mail address of [REDACTED].

At the beginning of the interview 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 initially indicated that he did want to get representation, but then agreed to the interview without representation.

He indicated that in advance of the flight, he performed a preflight inspection of the airplane which included a check of each fuel tank which were full. No water was detected in the left main fuel tank but during sump testing of the right wing fuel tank, he had to get 7 samples from the tank before the sample was "clear" and no water was present. He also checked the fuel strainer, and another drain that was located on the bottom of the fuselage between the pilot and co-pilot seats; there was no water in the gascolator or from the fuel drained from the drain between the seats. He decided after finding no water in the right wing tank the airplane was OK for flight.

He obtained takeoff clearance and departed KORF about 1110 and flew direct to the Wakefield Municipal Airport (AKQ). When the flight was 5 miles out, he announced on the common traffic advisory frequency (CTAF) his intention. He continued to AKQ, and with wind being variable, he entered the right downwind leg of the airport traffic pattern for runway 20. He turned onto base and final legs of the airport traffic pattern, and realized he was not aligned with the runway on final approach. He performed a go-around, which he announced on the CTAF and remained in the traffic pattern for runway 20. He touched down, applied throttle, turned off carburetor

heat, retracted the flaps, rotated about midfield, and the airplane began to climb. When the airplane was 25 ft above ground level, the engine sputtered. He pushed the yoke and landed on the remaining portion of the runway and attempted to stop. Realizing there was a road ahead, he turned to the left and went through the airport fence. He was wearing the seatbelt and shoulder harness and was not injured.



RECORD OF CONVERSATION

Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: August 6, 2019
Person Contacted: Amber White, FAA RIC FSDO
NTSB Accident Number: ERA19LA235

Narrative:

Ms. White stated that the pilot rented the airplane from a flight school. Prior to the previous flight, and the accident flight, the airplane sat outside in the rain. Ms. White recovered fuel with water in it from three sources: the carburetor, the belly sump, and the firewall sump. Ms. White also noted a gray puddy substance around the right fuel cap gasket, which did not appear to be an approved repair.

She observed damage to the right wing and right horizontal stabilizer.