



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: June 19, 2020
Person Contacted: John Coleman
NTSB Accident Number: ERA20LA219

Narrative:

Mr. John Coleman was contacted by phone on June 19, 2020, at 1302 EDT. He was called at [REDACTED]. He 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 agreed to the interview without representation.

He indicated that he lives at [REDACTED] McAlpin, Florida [REDACTED] which is on the west end of the runway at the Little River Airport (FL10), on the north side of the runway. He holds a private pilot certificate and has about 1,400 hours accrued over some 50 years, with some gaps in flying. The accident pilot is his next-door neighbor.

He indicated that about 1 hour before the accident, he spoke with the pilot and at that time there were overcast clouds. The pilot mentioned that he wanted to fly to Suwanee County Airport (24J), Live Oak, Florida to get fuel, but he advised the pilot to wait 30 minutes or 1 hour for the weather to pass, which it did.

On the date and time of the accident he was at his house and reported that after the pilot started the engine he performed an engine run-up, then he taxied in front of his hangar where he performed a 2nd run-up before back-taxiing to the east end of the runway. While at the east end of the runway he heard what sounded like a 3rd run-up. He added that "everything sounded OK" and no discrepancies were reported during any of the run-ups.

He heard the takeoff roll, and first saw the airplane when it was about 2/3 down the 2,600 ft long runway. The airplane remained on the ground and he thought to himself at that time the pilot should abort the takeoff, but he continued the takeoff, reporting that it seemed to him that the “engine was not revving like it should.” The pilot continued the takeoff and when the airplane went past him he noticed the tail was coming down, and attributed that to be the pilot’s attempt to clear a sign that was suspended at the departure end of the runway. The airplane did get airborne while flying in ground effect and continued to the west, with him thinking the pilot had skill to make it as far as he did. The airplane landed among small pine trees.

He mentioned that a field immediately west of the west end of the runway was very rough with ruts running perpendicular to the runway, or North and South. He indicated that the touchdown point was quite a distance from the departure end of the runway. He described that the engine was running smooth, but he felt it was not developing full power.

He spoke with the pilot on June 18th, and during that conversation told him that the flight should have been airborne by midpoint of the 2,600 ft long grass runway, and that it was ok to abort the takeoff or go-around if necessary. The pilot replied that he, “should have aborted” but was focused on the takeoff. He also indicated that he knew something wasn’t right because the airplane was very slow accelerating or getting up to speed. He also thought the passenger (pilot’s brother-in-law) may have been on the brakes.

NTSB Questions –

Has he seen that airplane fly before with 2 people on-board?

Yes

With 2 people on-board could he recall where along the runway the flight became airborne? He indicated that when he is at his house when it is departing to the west, by the time he sees the airplane it is usually airborne, which is about where the windsock is located, or about 1/2 way down the runway.

Did he notice any flaps extended?

Yes. He had 10° of flaps extended

What was the wind condition at the time?

It was almost calm wind or negligible, maybe from due North, or a direct crosswind from the right but the windsock was “hanging dead.”

Where along the runway did the airplane rotate or become airborne?

At the very end of the runway in an effort to clear a 3 ft fence/sign. He thought the right main landing gear might have clipped it. He then went into his house and told his wife, then went to the front of his house and couldn’t hear the engine. He later found out that the airplane crashed into trees. The pilot and his passenger shouted twice aloud they were ok.

NTSB Questions Continued –

What was the runway condition at the time?

The grass runway had been mowed the day before and it was soft ground. It was cut to 3 inches. He added that there was some rain about 1 hour before.

When was the last time he flew his airplane from the runway?

His airplane was in for an annual inspection and he had not flown it since June 11th.

Had anybody else flown from the runway that day?

Not really. He does a check of the runway daily in his golf cart/buggy and noted no issues.

How long had he lived there?

4 years.

Since that time how was the runway maintained?

It was a good maintained grass runway

Could he think of anything else that hasn't been asked?

No. He did talk with the pilot earlier today. He said the pilot was down in the dumps about the accident and he informed him to be thankful neither he nor his brother-in-law were injured.

Had he ever experienced carburetor ice while on the ground at the airport before?

He had experienced 2 engine failures due to carburetor ice. It involved a Piper airplane equipped with a Lycoming engine, that was thought to be free from issues related to carburetor ice. He has since learned that even during a "perfect day" to apply carburetor heat for about 10 seconds to clear any carburetor ice. He talked to the pilot about 6 months ago about carburetor ice.

Where exactly was he located when he heard and saw the airplane?

He was on his back porch which faces east. He has a view looking to the east.

He indicated that the pilot had put a lot of money into the airplane which was nice. His hangar was immediately North of his hangar.

He relayed that since the pilot was taking off to the west, maybe the sun was in his eyes and maybe he was not aware how far along the runway he was. He (John Coleman) thought the engine, "could have been revving more."

What is the closest weather reporting facility?

The Suwanee County Airport (24J) located in Live Oak is 15 miles north of the Little River Airport (FL10), McAlpin, Florida.¹ It was warm but "very pleasant."

¹ According to Google Earth the Suwanee County Airport (24J) is located about 12 nautical miles and 332° from FL10.

NTSB Questions Continued –

What type of fuel did the accident pilot use in his airplane?

He used 100 low lead. He previously had a discussion with him about auto fuel and the pilot did not want to use it.

What is the name of the mechanic who maintains his airplane?

Kenny Allsop

What was the weights of the pilot and passenger?

He estimated that the pilot weighed between 170 and 175 pounds. The passenger who was the pilot's brother-in-law whom he had never met but heard he weighed between 220 and 230 pounds. He was described to be a "chunky" person. He said the pilot indicated he had 6 to 8 gallons of fuel in each fuel tank, and the airplane was under gross weight.

The call ended at 1344 hours.

The digest was e-mailed to him for review on June 19, 2020. He replied by phone the same day at 1712 EDT, with, "...I have read the notes and concur." The corrected digest was e-mailed to him on June 19, 2020.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: April 26, 2021
Person Contacted: Michael O'Shea
NTSB Accident Number: ERA20LA219

Narrative:

Mr. Michael O'Shea of Florida Air Recovery and Storage was contacted on June 19, 2020, at 1451 EDT. He was called at his cell phone of [REDACTED]

He indicated that he was recovering the airplane and as part of that drained about 4 gallons of fuel from each wing. The fuel was "very blue" consistent with 100 low lead. The magneto switch was off (the pilot indicated he turned it off). In speaking with the pilot he relayed that he thought the accident was caused by either the passenger having his feet on the brakes, or he didn't return the magneto switch to the both position, like he had done before.

The digest was e-mailed to him on April 26, 2021.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: June 22, 2020
Person Contacted: Edgar Conrad
NTSB Accident Number: ERA20LA219

Narrative:

Mr. Edgar Conrad contacted NTSB by phone on June 22, 2020, at 1124 EDT. He called from [REDACTED] His e-mail address is [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 agreed to the interview without representation.

He indicated that he is a retired vocational teacher and has owned the airplane for several years.¹ He recently had ADS-B installed and reported flying it about 156 hours the previous year.

Since the accident he had been thinking about what occurred and the first night only slept 1.5 hours. He had also consulted with 50 experts to get their opinion and gave talking points called his “talk of shame” to 35 EAA members. A friend of his took an aerial video from a powered parachute, noting that he flew quite a distance.

He provided the following timeline information:

June 16, 2020-
His sister and brother-in-law arrived

June 17, 2020-

¹ FAA records indicated the pilot purchased the airplane on March 10, 2018.

He flew the airplane earlier this day before the accident flight of about 1.0-hour duration. He reported no engine discrepancies.

While preparing for another flight his neighbor came over and he suggested the pilot wait about 1 hour for the weather to clear which it did. He removed his airplane from his hangar and performed a preflight inspection noting the airplane had about 5.0 gallons of 100 low lead (100LL) fuel in each wing fuel tank. He then removed the tow bar and put it in his hangar. He then performed a preflight inspection without the use of a checklist explaining each step of the process to his brother-in-law who was not a pilot but whom had flown with him before, adding that his brother-in-law was “a little heavier” than him. After completing the preflight inspection, he started the engine and taxied out to the west portion of the runway where he stopped noting that the oil temperature was already warm from his flight earlier that day. With a calm wind, he taxied to the east end of the runway where he stopped the airplane and performed an engine run-up using the checklist, which included a check of the magnetos and carburetor heat. While doing the checks his passenger asked him about oil pressure, oil temperature, and vacuum and where to look on the respective instruments. In hindsight he indicated that his passenger may have been a distractor.

After the checks were finished, he asked his brother-in-law if he wanted to follow with him on the rudder controls and he said he did. He advised his passenger that he would rotate at 50 to 55 knots and would climb at between 65 and 70 knots. He turned the airplane around and taxied into position and applied full throttle beginning the takeoff roll. He noted that the airspeed indicator was “not alive” which he thought was unusual. He continued the takeoff and was waiting for it to increase. When he saw the windsock out of his peripheral vision, he noted the airspeed was only indicating about 45 knots when the flight was midway along the 2,600 ft long grass runway, instead of 50 knots that it should have been. He continued the takeoff becoming fixated on his airspeed. In the 5 or 6 seconds between the location of the windsock and the end of the runway, something was, “out of the norm.” At that moment he thought about aborting the takeoff but continued and rotated at 50 knots. The flight remained in ground effect, and he pushed the yoke to increase airspeed while flying through a gap in trees past the departure end of the runway. He indicated that if someone had asked him how high the flight was at that point, he would have said between 50 and 60 ft above the height of the trees, but in hindsight it was more like 3 to 4 ft. He noted 15 to 16 ft tall pine trees, and while flying in slow flight between 50 and 55 knots, climbed about 20 ft above them. After clearing them he pushed the yoke and about 100 to 200 yards later the wheel(s) clipped trees causing the airplane to slow and aerodynamically stall. The airplane impacted the ground which bent the propeller and caused the nose landing gear to collapse under the seats. He secured the fuel and master switch, and the door was popped open by his brother-in-law’s shoulder. He (pilot) got out of the airplane and helped his brother-in-law who was still restrained in his seat. They got about 10 to 15 ft away and saw smoke from a small fire which was later attributed to be from fuel from the carburetor which had broken off. He tried to put it out, then reached into the airplane to remove the iFly GPS and Stratus ADS-B receiver. He also removed his cellular phone but realized he could not see without his glasses that he was wearing at the time of the accident. He could not locate them. They then heard people yelling for them. He indicated they both had cuts on their lower legs because they were wearing shorts and the area had blackberry plants.

The fire department showed up and his brother-in-law decided to walk to the airport. The fire department sprayed the fire and at some point, he noted that all propeller attach bolts were sheared, and the starter flywheel was broken off. The cowling was then removed, and he could see that the carburetor was separated. He left the ignition key hanging, and the next day when he returned to check the position of the ignition switch the ignition key was on the floor.

The following day he and his brother-in-law weighed themselves and he reported the following:

Himself – 173 pounds

Brother-In-Law – 230 pounds

A friend of his flying a powered parachute took aerial video of the airplane at the accident site and posted this to the EAA Chapter 797 web site. He offered to provide the video to NTSB.

He indicated that he was “pretty sure he could have prevented it if he aborted the takeoff at the halfway point because his hand was on the throttle.”

NTSB questions –

You indicated that you flew earlier that day. Were there any problems with the engine during that flight?

He flew about 1 hour. I could find that flight on Flight Aware. There were no problems with the engine during that flight.

The airplane had been sitting for 6 to 7 years. Previously he had an issue with fouled spark plugs. The mechanic noted fouled spark plugs and pulled and removed the cylinders. The mechanic also noted a problem with the camshaft and disassembled the engine installing new bearings. The engine had about 250 hours since disassembly/overhaul. About 10 hours after the engine was disassembled, he experienced failure of both magnetos, each occurring within about 10 minutes. He executed a forced landing in a cow pasture and had both magnetos removed and taken to a repair station where they were upgraded to “42’s”.

During the last annual inspection in March 2020, the mechanic noted one cylinder had a differential compression check of 60 to 65 psi using 80 psi as a base. The cylinder was removed, and the low compression was attributed to be from carbon that was under the valve which was warped. The valve seat was re-ground and it was OK.

He subsequently damaged the tips of the propeller by starting the engine with the towbar installed. The propeller was removed and taken to a facility where it was shortened about 1 inch on each blade. At the annual inspection his mechanic noted the shortened propeller and refused to sign the annual off unless the correct size propeller was installed. He subsequently bought a “stock” propeller and since having it installed the airplane “performed well.”

What were each magneto drop on the previous flight during the engine run-up?

They were each about 100 rpm when checked at 1,700 rpm.

NTSB questions Continued –

What is the maximum static rpm?

2,300. At the annual inspection the lower spark plugs were fouling and to prevent that he removed them and installed fine wire plugs to prevent fouling using 100 low lead fuel (100LL). He loved the fine wire plugs because they did not have a tendency to foul.

What were the magneto drops on the accident flight?

He did not remember specifically. He thinks that when he checked the first magneto he switched back to both but when he checked the other magneto he may have failed to switch back to both. He, “thinks [he] took off on 1 magneto.”

What was the fuel quantity at takeoff?

About 9 gallons 100LL.

What restraint was he wearing?

The seatbelt and shoulder harness

What restraint was his brother-in-law wearing?

The seatbelt and shoulder harness which were snug. He relayed a story where on a previous flight, during takeoff from an airport in West Palm Beach, Florida, at about 30-40 knots he heard a banging sound from the airplane and aborted the takeoff. He discussed this inadvertently on frequency and it was learned that the passenger shoulder harness was outside the airplane.

What were his procedures for carburetor heat usage?

He used his clipboard checklist and would check the engine at 1,700 rpm. It also included a check of the oil pressure and temperature, and a check of the magnetos. From memory without his clipboard, he would check carburetor heat, and the vacuum system. During the accident flight his passenger asked about the fuel gauges and engine instruments which caused them to remain on the ground, “quite a while” while discussing them with him. With respect to the check of carburetor heat he would make sure there was a 50 to 75 rpm drop, adding that the Lycoming engine was normally not susceptible to carburetor ice because the carburetor is mounted to the oil sump which is warm. He did state that he experienced carburetor ice once before. During that flight he lost 500 rpm when in cruise flight dropping from 2,300 to 1,800 rpm. The flight was only 4 miles away from the airport and he landed uneventfully. The next day he was told by an airframe and powerplant mechanic that the flight experienced carburetor ice. He indicated that carburetor ice can occur while taxiing, and also during landing.

What was the maximum engine rpm during takeoff of the previous flight?

It was 2,300 and climbed beautifully.

NTSB questions Continued –

What was the maximum engine rpm during takeoff of the accident flight?

He did not know. He added full throttle and normally would glance over at the tachometer then would glance back at the airspeed indicator. Postaccident his neighbor told him he never checks airspeed but is always looking at the tachometer. He did not recall the engine rpm setting. He added that there was some distraction from the passenger being on the airplane. He has not talked with his brother-in-law about his possible feet being on the brakes during takeoff of the accident flight. He wondered if the slow acceleration was attributed from the recent rain which made the runway wet/soft, his passenger being on the brakes, or a bug in the pitot tube. He did fixate on the airspeed and remembered at the windsock should be 5 to 10 knots faster.

What did his preflight inspection consist of?

His preflight check was performed using his kneeboard and he had the passenger follow along with him. He checked movement of the flight controls, including the attach hardware and hinges. He indicated that at the airplane's 1st annual inspection after he bought it, about 1 pound of mud dauber's wasp nest was removed from inside an elevator which went around the elevator trim chain. As part of his preflight he checked the beacon, then went to the right side of the airplane where he checked the ailerons and flaps. He ended up at the engine where he checked the oil noting it had 4.5 quarts. He had added 1.0 quart of oil earlier that day before his previous flight. He also checked the fuel, the propeller, and that there was tension on the alternator belt. He was asked if there were any fuel contaminants and he said no. The airplane was solid.

He added at this point of the conversation that he had aborted a takeoff about 1 to 2 months ago. During takeoff with a crosswind from the east, while in ground effect, he "picked up a gust" causing the nose to drop 15 inches with a passenger on-board. He added that with respect to the accident flight he "spent too much time on the airspeed" and, "this time he was not in the same mindset to abort."

What was the time of the accident?

1800.

Where are the maintenance records located?

He has them secured.

Did he do a weight and balance before takeoff?

No he did not. In his mind the passenger was a big guy weighing 230 pounds. But he thought the airplane was within weight and balance.

What was the airplane empty weight?

He thought about 1,200 pounds. He put in a Garmin to meet ADS-B requirements and because of that installation a new weight and balance was calculated. He will provide that to me.

NTSB questions Continued –

Was the passenger a pilot?

No.

What was the runway condition (wet, soggy, etc.)?

He felt it was soggy/soft. The road besides his house had standing water. And because of standing water on nearby roads, traffic was diverted to avoid flooded areas.

What seat was he in?

Left. He usually flew from the left seat for the most part.

When was his last Flight Review?

He could not recall at that moment but added during the follow-up that it was due July 10, 2020. He added that he was current to fly passengers at the time.

What is his total flight time all aircraft?

About 650 hours.

What is his total time in make and model?

He estimated over 200 hours.

Did he have a flight plan filed for the intended flight to 24J?

No.

What was the temperature and dew point at the time of the accident?

He did not recall.

Did he obtain preflight weather information?

No. There were some clouds in the area. He uses iFly GPS. There were afternoon rain showers and overcast clouds.

Did he have any injury?

No.

Was the passenger injured?

No.

What propeller was installed at the time of the accident?

He will get the records and provide. He had previously damaged the tips of the propeller blades and had each blade shortened. Since that work was performed the static engine rpm increased from 2,300 to 2,500, but it was explained to him that he was losing propeller thrust. He subsequently spent \$1,800.00 for the correct propeller with a yellow tag. The new propeller would obtain 2,300 rpm static.

NTSB questions Continued –

Did he have any flaps extended?

Yes, 10°. He always takes off with flaps and specifically remembered setting them for takeoff.

How many engine run-ups did he perform?

One. He did rev the engine up after starting it at his hangar and also when back taxiing onto the runway. He did stop at the end of the runway where he remained for quite some time doing the checklist for the engine run-up.

How much elapsed time between engine start and the application of power for takeoff?

Between 10 and 15 minutes. He allowed the engine to warm up, adding that the oil temperature was 1/3 of the way up when he was at the west end of the runway, indicating it was adequately warmed up.

Was the airplane insured?

Yes, with Falcon Insurance from Texas. The insurance adjuster did not yet come look at the airplane. The contact there is Jim who can be reached at [REDACTED] or [REDACTED]. His client # is [REDACTED]. He had located his expired insurance policy but needed to find his current insurance policy, though he knew it was current and insured at the time of the accident.

What was the maximum engine rpm during the takeoff roll?

2,300. He was performing a soft field takeoff.

Did he look at the engine rpm during the takeoff roll?

No he did not. He indicated that he would focus his attention on airspeed but would not check the rpm.

Was the airplane equipped with an engine monitor?

No.

Did he apply carburetor heat after his engine run-up but before takeoff?

No. He did apply carburetor heat for a short period of time as part of the engine run-up before takeoff. He reported the carburetor heat checked good. He then removed carburetor heat and noting that the rpm increased then reduced power to idle. When climbing out the rpm would be 2,350, but after climbing out it would increase to 2,500.

How long would he have carburetor heat applied?

Maybe 3-4 seconds and would check for a rpm drop, and then would check for a rpm increase when turning off carburetor heat. He added that he had his hand on the throttle during takeoff.

What is the propeller model?

1A103/6958.

Was there any turbulence?

No, it was calm.

NTSB questions Continued –

Was he departing to the west?

Yes

His action item:

1. Send NTSB his talking point for EAA

He added that he “could have aborted” the takeoff.

The call ended at 1349 EDT.

The digest was e-mailed to him for review on June 23, 2020. He replied verbally on July 2, 2020, at 1049 EDT, with corrections which were incorporated into the narrative. The corrected digest was e-mailed to him on July 2, 2020.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: July 2, 2020
Person Contacted: Clifton W. Lovell
NTSB Accident Number: ERA20LA219

Narrative:

Mr. Clifton “Cliff” W. Lovell was contacted by phone on July 2, 2020, at 1125 EDT. He was called at [REDACTED] He 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 agreed to the interview without representation.

He provided a home address of [REDACTED] Cherry Hill, New Jersey [REDACTED] He is not a pilot and has not had any flight training. He is 5’9.5” tall and at the time of the accident weighed 230 pounds, though since then he has lost weight (by walking) and he currently weighs 225 pounds.

Prior to the flight the pilot mentioned that an individual (student) who used his airplane for flight instruction had a flight scheduled early the following morning. Because the airplane was “not quite ½ full”, he needed to get fuel. He mentioned to him to fly with him to the airport about 15 minutes away to get fuel.

The airplane was removed from his hangar, and while on the ground before getting into the airplane the pilot asked him if he wanted to follow through on the flight controls with him, and he was instructed as to the location of the brake pedals and instructed to keep his feet on the floor. The pilot taxied to the end of the runway where he performed procedures which included letting him know what he was doing. After doing the checks he “whirled the airplane around”, added power, but reported the airspeed would not get up. Finally the airplane became airborne but he “could not get any lift”, adding that he later was told that at the time it was “muggy”, had recently rained, and the runway (which he described as “nice”) was cut the day before but there

may have been grass clippings on the runway that all increased drag. It took the entire length of runway to get airborne, but the airplane would not climb. The next thing he new the airplane was clipping small trees then went down. At impact he was thrown partially out of the airplane. The pilot who was still inside the airplane reached over to release the seatbelt that his feet were tangled in. He (pilot) then came around outside the airplane to assist him. He added that he did not recall how he came partially out of the airplane. After both were out of the airplane the pilot attempted to put out a fire in the engine compartment but was not very successful. He (Mr. Lovell) gathered belongings from the airplane and started walking out to tell his wife he was OK. He walked thru briars which cut his legs, but he was happy to have that be the least of his worries. While walking out he came across a first responder, and someone from the airport came and gave him a ride to the pilot's house. The pilot stayed with the airplane and then showed up with cuts on his legs from the briars.

He indicated that the trees that were contacted were 3 to 4 inches in diameter, and they snapped off. His injury consisted of bruises to his stomach and left arm from wearing the restraint which are beginning to go away. He did not seek medical treatment and does not think he lost consciousness.

He confirmed his feet were never on the rudder pedals, and that for the entire flight his feet were on the floor. He was seated in the right seat and was wearing the seatbelt and shoulder harness which were tightly worn.

NTSB Questions –

In front of his position were there any gauges or instruments?

There were some gauges but he did not look at them at any point during the flight, adding that even if he had he would not know what he was looking at. He had flown with the pilot once years before in a four-place Cessna 172. He had never before flown in a Cessna 152.

Before takeoff did the pilot check the controls and engine?

Oh yeah. He taxied to the end of the runway and went over the procedures with him while he did them. He used procedures that were strapped to his leg. Once the checks were done, the pilot said OK we are ready to go, “don’t touch the pedals and keep your feet on the floor.”

During the takeoff did he notice any change in engine sound since takeoff power was applied to the accident?

No. He just knew they were going down the runway.

Did the engine sound fine during the takeoff?

Yes. The next day a person from the airport said that it was muggy (humid), the runway was wet, and there was not much lift that afternoon.

Did he notice the tachometer at any time during the flight?

He was not looking at it, and even if he had he would not be sure what he was looking at.

Did he recall the pilot checking carburetor heat as part of his check before takeoff?

He did not recall. In his mind the main thing was that they were OK. If the pilot had perceived any kind of problem, he does not think he would have taken off.

What is his occupation or what was his occupation if retired?

He was a union carpenter.

Does he consider himself to have mechanical experience?

Not a lot of mechanical experience.

Is there anything else you want to add that we have not talked about or asked?

No.

The call ended at 1148 EDT.

The digest was e-mailed to him for review on July 2, 2020. He replied the same day at 1919 EDT, with comment(s) that were incorporated into the narrative. The corrected digest was e-mailed to him on July 6, 2020.