



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: August 1, 2020
Person Contacted: William Carnes, Sr.
NTSB Accident Number: ERA20CA274

Narrative:

A conference call was made by the FAA ROC, NTSB, and Mr. William Carnes, Sr., on August 1, 2020, at 0826 EDT. Mr. Carnes was called at [REDACTED]. He provided an e-mail address of [REDACTED].

He indicated that he holds a private pilot certificate with airplane single engine land rating. His certificate number is [REDACTED].

He bought the airplane on June 30, 2020, and it is based at N30. Since owning it he had flown it about 40 hours, with no reported problems concerning any of the flight controls. The airplane is insured. It was equipped with manual aileron trim. He did have the Century autopilot removed for repairs.

With respect to the flight, he intended to fly to Ocean City, Maryland (KOXB). He did not have a flight plan filed but did intend to obtain flight following once he was away from the airport traffic pattern. There were 5 POB (all were related to him). He was in the left seat and his stepdaughter (non-pilot) was in the right front seat.

He taxied out to runway 36 because that was the active runway in use. The windsock depicted the wind from 280-320° but the wind was calm. With no flaps extended he taxied onto the runway, verified the heading, fuel pump on, mixture and propeller controls full forward. He applied full throttle with the brakes held, then released the brakes and initiated takeoff. He noticed the airplane veering to the left, which did not correct with right rudder input. The veering became worse as the airplane accelerated. About 1/2 way down the runway with adequate runway remaining, at about 70-71 knots, which was not yet the rotation speed, he was near the left edge of the runway and attempted to get airborne by applying aft control yoke. The airplane may have gotten slightly airborne but did not rotate. He felt the tail bump and noted the airplane

was off the left side of the runway in grass. He aborted the takeoff and came to rest in grass with the nose landing gear collapsed. No occupants were injured.

The emergency locator transmitter (ELT) did not activate to his knowledge.

He was asked if he took any pictures of the airplane before leaving the airport. He did not. He was asked to have someone take left and right side views and also a picture of the cockpit before the airplane was moved.

Since the FAA ROC could not get ahold of the FAA on-call inspector (Steve Hudak), of the Allentown, PA FSDO, he was given verbal permission to allow the airplane to be recovered.

The digest was e-mailed to him for review on August 1, 2020. He replied on August 4, 2020, at 2134 EDT with, "I agree with statement...."



MEMORANDUM FOR RECORD

Todd Gunther
Air Safety Investigator
Eastern Region

Date: August 5, 2020
Subject: Information Obtained from William Carnes (Pilot of N3025L)
NTSB Case Number: ERA20LA274

According to Mr. Carnes it was a typical day with calm winds. He taxied out and did his pretakeoff checks, and then back taxied down runway 36 for takeoff. There were no mechanical problems with the airplane when he taxied out

The electric fuel pump was on, and he used full throttle and then released the brakes. He was to the left side of the runway when he started the takeoff.

There were 5 people onboard, himself and his four daughters.

He advised that he did not have access to the maintenance logbooks at this time, as they were in the airplane, and he was on his way to Louisiana.



MEMORANDUM FOR RECORD

Todd Gunther
Air Safety Investigator
Eastern Region

Date: August 5, 2020
Subject: Information Obtained from Inspector Robert Ference (FAA)
NTSB Case Number: ERA20LA274

According to Inspector Ference, the pilot advised him that prior to departure he had added 15 gallons of fuel per side to the fuel that was already onboard. The inspector noted that the fuel gauges read about 22 gallons per side (44 gallons) which equaled about 264 pounds.

The inspector also asked him for the weights of the occupants and the pilot advised him:

- Pilot: 240
- Pax 1: 110
- Pax 2: 110
- Pax 3: 152
- Pax 4: 152

The inspector noted that Pax 1&2 were indicated as weighing the same and Pax 3&4 were indicated as weighing the same.

Inspector Ference also noted that the weight on the pilot's medical was listed as 251 pounds on the medical which had been issued about 1-month before.



MEMORANDUM FOR RECORD

Todd Gunther
Air Safety Investigator
Eastern Region

Date: August 6, 2020
Subject: Information Obtained from Inspector Joe Sablan (FAA)
NTSB Case Number: ERA20LA274

According to Inspector Sablan, examination of the the airplane did not reveal any evidence of a failure or malfunction.

It was substantially damaged though, since during the accident sequence it had received damage to the nose landing gear assembly, nose landing gear trunnion, wheel well, tunnel structure, firewall, and engine mounts.



MEMORANDUM FOR RECORD

Todd Gunther
Air Safety Investigator
Eastern Region

Date: September 19, 2020
Subject: Information Obtained from McLarens Adjusters
NTSB Case Number: ERA20LA274

According to photographs provided by McLarens Adjusters, additional damage was present which had not been noted by the FAA. These included:

- The propeller blades were both bent back about 45 degrees and displayed leading edge gouging and chordwise scratching.
- The propeller spinner was dented.
- The top of the fuselage was oil canned and displayed wrinkling adjacent to the fuselage frames.
- The air filter housing was damaged and crushed in on the right side.
- The turbocharger displayed evidence of foreign object damage and ingestion.
- The structure above the right side of the nose gear wheel well displayed crush and compression damage.
- A crack with associated separation was present on the upper left side of the nose landing gear assembly.
- The nose gear doors were bent and broken.
- The bottom skin aft of the nose landing gear wheel well was bent, and torn, and a section of the skin was missing.
- The lower right side of the firewall was buckled and the lower front fuselage where it met the firewall was bent inward.