



MEMORANDUM FOR RECORD

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Air Safety Investigator
Eastern Region Aviation

August 11, 2020

Subject: ERA20LA278
Who: John Hayter – Pilot

In a telephone conversation, Mr. Hayter stated the following:

- That day we flew from KGNV left around 8:15 direct to KAQX
- I was flying a little slower than normal because the engine was still in break in period.
- I had to move the power up and down a lot per the break in instructions.
- And while doing everything else trying to keep the engine cool.
- We were on short final for 35 at AQX, we were in the VASI slope, we had a red and white light.
- The airplane was completely dirty [flaps out, gear out].
- Then, the motor just went away completely and lost thrust suddenly.
- Where we were at the time was about 1,000 ft from the threshold.
- There is a tree line that you go over before you are over the dirt that runs up to the runway.
- When I lost the power, being dirty, with no power, we started falling.
- I gave it a hair nose down to get a look at the treeline in front of us, and I knew we would not make it over the treeline. Also, the treeline has large tree.
- I momentarily tried to restart while turning to the west to the crop field that we almost made it to.
- We were just going over the treeline for the crop field when my right main contacted a tree, which was enough to give a sudden slow down and drop the right wing which then hooked the tree.
- We immediately went into a 270-degree spin and went barely in the trees nose down.
- We had fire immediately after impact.
- It was on the right side as well but only on the top of the wing.
- We opened the emergency door.
- I had a little difficulty with my seatbelt but I got it off and I got out too.
- We were able to walk away.

- About 1 min after we got out it sounded like both tanks exploded at the same time. Descent fire explosion, we turned around and it was engulfed.
- I got a helicopter ride to Savannah because of the injuries.
- We were both discharged from the hospital on Sunday.
- Before the engine lost power, there were no abnormal engine indications, nothing remarkable.
- I worked on keeping the engine where I wanted it.
- It didn't overheat though, and finally when we were about 5 miles from the airport I had it steady.
- I know I had fuel in both tanks.
- I filled up before we left.
- I had 89 gallons of fuel.
- That flight usually takes 30 gallons.
- I should have had 50 -55 gallons of fuel on board when this happened.
- Didn't matter which tank I had it on.
- When I tried to restart, I switched it from the fuel tank it was on to the other fuel tank.
- I used the fuel pump and gave it a few and it didn't do anything.
- I didn't feel I had time to mess around with it, it was more important to get on the ground.
- There were no odd noises when it lost power.
- I was in the slope slow, and everything was set up for landing,
- Recent maintenance - status of the airplane was about 9 hours on the airplane post reassembly after overhaul. Got new propeller, engine, turbocharger, and a lot of cosmetic work to make it nicer. Western Skyways did the overhaul.
- I don't have any idea what happened.
- In that airplane it takes you about 1:30 - 1:45 to make that flight. But I was taking it easy doing a lot of power variations because of the new engine. Plus, we got diverted around 3005, when savannah got us they turned us over the coast to get us around 3005.
- Fuel purchased at University Air Center - GVN
- There is an engine data monitor on the airplane - I was using it because it has oil temperature and I was looking at CHT and EGTs. I had a sensor one cylinder go away right before I struck the eagle back last year. We haven't gotten another sensor yet, I'm focusing on bigger issues.
- All the other CHT and EGT were well within where they needed to be during the accident flight.
- They were consistently in a sort of arc - bar graph monitor - the No. 4 sensor is out, with the exception of that.
- I like it when I see the CHT create a real gentle convex curve that goes up, tops off, goes gently back down.
- The impact ended up blowing out everything except a couple of the six pack instruments - the G500 was hanging out, all instruments were in the cabin.
- The maintenance logs are in his hangar. He's hoping to get them later this week.
- His personal flight logbooks were in the airplane and they were burned. I'm going to get my insurance application to supplement the hours.

- The most recent hours put on the airplane where when I flew it from 42J, KLEE, stayed for 2 weeks, then picked it up from KLEE, and came back direct KGNV. Short flight after that and was going to be KGCC, and got halfway there and threw the alternator belt off the engine. Had complete electrical failure and went back and landed. There was noise with the belt jumping off. That's the second alt belt that jumped in my 27 years of flying. Got that taken care of. A day later I flew for about 2 hours exercising the airplane. That was all within the 30 days of the flight. All those flights except when the belt jumped, they were no squawk flights.
- Immediately after we impacted, we had fire everywhere, the windshield was intact so I could see through it, the engine was standing up right in front of me, it was knocked out enough that I could see the cooling fins on the cylinders.

Then, on September 9, 2020, Mr. Hayter stated the following:

- Airplane had been flying regularly since June 2019.
- The Eagle strike event happened on Dec 21, 2019.
- Airplane sat in hangar for 1 month to 5 weeks before we could work out a ferry permit.
- Flew it over early February to Keystone heights - 42J - 12 miles from Gainesville.
- Engine was removed in February/March, sent off to Western Skyways for overhaul.
- It was reinstalled and when we got it back in July and started flying it again.
- At least to the point of 2 test flights by mechanic who put it back together.
- Then I flew it from 42J to Leesburg, FL KLEE, 30-40 minutes flight. That's where the interior shop located.
- They had it 10 days
- Flew it to Gainesville, July - late
- Flew it twice before August 7th. Once on a Friday, about 30 - 40 minutes flight. Then flew it again on a Sunday for about 2 hours. Making sure everything worked. That flight occurred 5 days before the incident.
- The right wing on N6300W from time to time had a little bit of black junk in the sump. But every airplane I've owned has had that time to time. I would sump it enough to clear it, rock the wings, and then sump again to clear it.
- I had seen a little bit of black gunk on that wing before. I remember seeing a flake or two of it the morning of the accident. I preflighted that morning by myself before I got my friend. I sumped it real good and dealt with it like I normally would.
- I originally picked that airplane up in the everglades. That's where it was based. I do not ever see any gunk down there, I only fueled it at the everglades once to bring it up from the everglades. The guy that owned it before me was Mike Walker, out of Boca Raton.
- During that 4 months, it was hangared the whole time.
- It's always been hangared except when I'm traveling.
- My A&P that preflighted this airplane, he did something on top of the wing, resealed a panel? There was an inspection panel on the starboard wing, outboard of the emergency door, it was a little plate, there was something that occurred that

made him remove that panel and reseal it. It was sometime in the fall. I can't remember why he did that.