

Interview with A&P and IA Douglas Anthonson

N6179U Accident at Oswego County Airport

On October 6, 2020, I interviewed Mr. Douglas Anthonson at his place of business on the Cortland County – Chase Field Airport (CTX). Mr. Anthonson's demeanor was polite and cordial. The subject of the interview involved the maintenance he performed on Piper 140 N6179U on October 1, 2020. On October 4, 2020, three days after coming out of maintenance, the aircraft ran off a runway at the Oswego County Airport (FZY). This accident appeared to be a direct result of the previous maintenance performed on the aircraft by Mr. Anthonson. The plug which seals the crankshaft oil gallery had dislodged and allowed oil to leak from the end of the crankshaft. The volume of oil was sufficient to cover the aircraft windshield on take-off, obscuring the pilot's view.

I showed Mr. Anthonson a copy of the aircraft's engine log book maintenance entry dated October 1, 2020, which he agreed he had created after performing an annual inspection. The log entry included a reference to AD 98-02-08, which involves an inspection of the crankshaft. When I informed him that the aircraft had been involved in an accident, he was visibly shocked and was unaware of the incident. I showed Mr. Anthonson the engine crankshaft plug which had dislodged allowing oil to escape from the engine. He recognized the plug and agreed it was the one he had installed when he performed the Airworthiness Directive, which references Textron Mandatory Service Bulletin 505B. When asked about the technique he used to install the plug in the crankshaft, he described a process that did not follow the procedure in the service bulletin. Section 1, step (g) of the service bulletin refers the technician to Textron Overhaul Manual Paragraph 7-62. The procedure in the overhaul manual requires the use of a special tool part number 64681. Instead, Mr. Anthonson used a ball peen hammer to deform the plug enough to seat it in the crankshaft. Although having had past success with this process, the plug in this instance did not deform enough to seat it properly.

When inspectors asked to see the technical publications he used, Mr. Anthonson replied that all the tech data for the shop was on a computer at his home, and not readily available. When asked for his IA and A&P certificates, Mr. Anthonson advised inspectors that he did not have them with him, even though he was actively exercising their privileges and was in the process of performing an annual inspection on another aircraft.

Mr. Anthonson was given a copy of the Pilot's Bill of Rights statement and inspectors advised Mr. Anthonson that he would be receiving a Letter of Investigation from the Flight Standards Office regarding the maintenance performed on the accident aircraft.

This is a true and accurate statement.

JAMES P SEYMOUR

 Digitally signed by JAMES P SEYMOUR
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