



RECORD OF CONVERSATION

Pilot Statements

Lynn Spencer
Air Safety Investigator
Eastern Region Aviation

Dates: November 24 and 29, 2021 and December 2, 2021

Person Contacted: Jimmie Beavers (Pilot)

Contact # [REDACTED]

NTSB Accident Number: ERA22LA071

Narrative:

The following are summaries of conversations that occurred with the individual named above:

November 24, 2021

Mr. Beavers was contacted by phone 0900 EST at [REDACTED]. He stated that he was going into town to get his hearing aid and we agreed to speak on November 29. He provided an e-mail address of [REDACTED]

November 29, 2021

Mr. Beavers was contacted by phone on November 29, 2021, at 11:29 EST and a voicemail was left. He returned my call at 1138 EST.

He stated that he left Tuscaloosa, where he has a truck and went to a ballgame. His wife drove home this time with their son while he flew the airplane. He stated that about 20 minutes after departure, he got a "Check oil pressure" annunciation. He looked at the oil pressure gauge and confirmed it indicated 0 psi. He declared an emergency, established best glide speed, and navigated toward the closest airport. Once he realized he could not reach the airport, he landed on the road. His right wing struck road signs which swung the airplane around and into a ditch at the side of the road. He will send me his 6120 with his statement. I agreed that I will call him with any questions. He stated that the FAA inspector has photos of the site and the logbooks. The airplane is in his hangar at Sky Ranch Airport in Baker, Florida.

December 2, 2021

Mr. Beavers was interviewed in person at his hangar in Baker, Florida. He stated that he had a similar incident about 5 years ago when his airplane lost oil pressure. He read about the issue with the oil filter adapter just a few weeks before this accident and figured that "it had lasted this long" and that his had no issue.

I asked if there had been any anomalies or malfunctions with the airplane prior to the loss of oil pressure and he stated that, "Everything was fine until I hit the signs." I encouraged him to share his story with other pilots to raise awareness of this issue.