



## RECORD OF CONVERSATION

**Timothy W. Monville**  
**Sr. Air Safety Investigator**  
**Eastern Region**

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**Date: October 13, 2022**  
**Person Contacted: James L. McKee**  
**NTSB Accident Number: ERA22LA412**

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### Narrative:

Mr. James L. McKee was contacted by phone on October 13, 2022 at 1119 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 was asked the following questions –

Have you made a written statement to anybody concerning your aviation accident?  
No, everybody but has made one but me.

Provide your home address and explain how long you have owned the airplane?  
He resides at [REDACTED] Caledonia, Ohio [REDACTED] He had owned the airplane (N99209) for about 1.5 years<sup>1</sup>.

Since owning the airplane have you ever had any issues with the engine?  
No engine issues.

Since owning the airplane how many hours have you flown it?  
Between 30 and 40 hours.

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<sup>1</sup> According to the FAA Bill of Sale, Mr. McKee purchased the airplane on July 6, 2021.

## **NTSB Questions Continued –**

What was the purpose of the flight?

To practice touch-and-go landings at KGQQ Airport.

How many touch-and-go landings had you performed when the loss of engine power occurred?

None. He was on his first takeoff when the engine lost power.

Explain his preflight inspection, engine run-up, and accident flight?

He pulled the airplane out of the hangar, filled the fuel tanks, checked the engine oil, and performed the engine run-up at 1,700 rpm before departure noting each magneto drop was about 50 rpm. His run-up also included application of carburetor heat which he also noted a 50 rpm drop. He initiated takeoff from runway 23 noting the engine was developing full power becoming airborne about the usual location along the length of the runway. When the flight was about 300 ft above ground level on the upwind leg of the airport traffic pattern the engine began to lose power. He attempted to maintain 65 knots which required him pushing the nose forward to keep the airspeed up, and at 500 ft the airplane was porpoising in response to his pushing the nose down to maintain airspeed then aft yoke input to maintain 65 knots. When the flight was about 1/2 way along the 3,504 ft long runway he made a left turn to return to the airport but was losing altitude. When the flight was close to the airport the engine quit. Because the flight was too high he was unable to land on the runway and he flew over the airport to the north side and attempted to land on the east/west oriented portion of 47. Recognizing that he would be unable to reach the road he intentionally applied aileron control input causing the aft empennage to contact a powerline pole. The airplane impacted onto the road and he was not injured.

What seat were you in?

Left

What restraint were you wearing?

The lapbelt. The airplane was not equipped with shoulder harnesses. He was not injured.

Where did you land?

He made it to the airport but was too high, so he elected to try to land on a east/west oriented road near a brown house north of the airport. Realizing he could not reach the road he applied aileron input causing the aft empennage to contact a powerline pole, which reduced the speed of the airplane and caused it to descend.

What cylinder did the FAA find had the stuck exhaust valve?

The forward cylinder on the left side or the No. 4 cylinder.

Who has the maintenance records?

The FAA has them. He indicated that the engine was overhauled about 500 hours earlier which was before he bought it.

## **NTSB Questions Continued –**

Where did the airplane come to rest?

He provided a verbal location which was plotted using Google earth and provided to him for review. He confirmed the plotted location, which was 40.756198° north latitude and -82.722024° west longitude. That location when plotted was about 0.17 nautical mile and 022° from the center of runway 5/23 at KGQQ Airport.

Do you have any questions for NTSB?

No.

The call end time was 1136 EDT.

The digest was e-mailed to him for review on October 13, 2022. He replied the same day at 1618 EDT with comments that were incorporated into the narrative. The corrected digest was e-mailed to him for FINAL review on October 13, 2022. He replied on October 13, 2022 at 1757 EDT with, "Yes this is correct." The FINAL digest was e-mailed to him on January 3, 2023.