

Timothy W. Monville
Sr. Air Safety Investigator
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Date: December 15, 2022

Subject: ERA23LA009, Record of Conversation/Interview

Contact: James "JD" Corrow, of Atlanta Air Salvage

Mr. James "JD" Corrow of Atlanta Air Salvage was contacted by phone on October 7, 2022; the time was not recorded. He was called at [REDACTED]. He advised that his estimated time of arrival at the accident site was 1600 EDT. He would call me once on-scene.

Mr. JD Corrow contacted NTSB from the accident site on October 7, 2022, at 1743 EDT. He called from [REDACTED] and indicated that the airplane's header tank was removed from the wreckage then drained. It contained about 3 to 4 gallons of blue colored fuel consistent with 100 low lead. There was no sign of water contamination in the fuel drained from the header tank.

The pilot was given his personal effects.

The call end time was not recorded.

The digest was reviewed with him during the call, and he agreed to the content. The FINAL digest was e-mailed to Chance Frank of Atlanta Air Salvage on December 15, 2022.

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OAS-Eastern Region Aviation

Date: November 3, 2022
Subject: ERA23LA009, Record of Conversation/Interview
Contact: Wesley Homer Parker, Pilot of N655WP

Mr. Wesley H. Parker was contacted by phone on October 7, 2022 at 1220 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 –

Was the Go-Pro camera recording at the time of the accident?

It should have been. It was aimed ahead of the airplane. He was advised that NTSB intended to send the SD card from the camera to our Vehicle Recorder Division for examination. The camera was mounted to the left wing life strut.

Where do you get fuel and what type do you use?

100 low-lead (100LL) from Signature, but the last time he got fuel was about 1 month ago. Signature personnel called him after the accident and asked if he had fueled recently. He used the self-service pump, and he did check the wing fuel tank sump drains as part of his preflight inspection before takeoff and he did not find any water.

NTSB Questions Continued –

Explain the July 2022 Event¹?

He does not recall this issue at the date and time of the phone call with no records available to him. He did explain there was one incident in which he did an engine run-up at 1,700 rpm before takeoff but he was not able to do a full static power check. He stopped the airplane on the runway centerline added between 1,700 and 2,000 rpm and began the takeoff roll. After raising up the tail he added full power and the engine quit. He indicated that the engine quit because it was flooded. He stopped the airplane on the runway and pushed the airplane into the grass. While he was pushing the airplane off the runway into the grass he noted fuel dripping from the air filter, He waited 15 minutes, restarted the engine and taxied back to the ramp.

What did you do as a result of that event?

He adjusted the maximum/takeoff power physical stop at the throttle lever. He then performed full power run-ups and checked the engine each time and reported it did not quit at full power. He then backed off the adjustment some, “more.”

Explain how many flights and the dates since the adjustment was performed?

July 18, 2022.

Was that local?

In the traffic pattern. The October 6th event happened at the worst time because he had extended the downwind due to a Honda Jet airplane and also a Cessna 182.

Explain the August 3rd event?

He does not recall this event. He reported that personnel from the FAA Flight Standards District Office called him. He researched the engine and indicated the throttle body metering unit is available for engines from 80 to 200 horsepower (hp). His airplane has a 100 hp engine. He thinks the pressure regulator is connected to vacuum teed off the induction system and atmospheric pressure from the engine compartment. During the accident flight he was at the highest altitude on the downwind leg at the time and when he added full throttle the engine quit. He thinks it quit because the engine had too much fuel, and that may have been caused by the takeoff power adjustment being “wrong.” He will check his logbook and e-mails and will confirm the dates of the previous event(s).

He thinks there is an adjustment or vacuum hose to the fuel pressure regulator.

¹ This question was asked since the Federal Aviation Administration (FAA) inspector-in-charge of the accident indicated that the FAA files indicated there were separate engine-related events on July 17, 2022 and on August 3, 2022.

NTSB Questions Continued –

Did you fly the airplane between August 3rd and October 6th?

Yes, successfully, during 1 flight. That would have been on August 4th. The repair did not take longer than 10 minutes maximum.

Who is the manufacturer of the throttle body or fuel metering unit?

Rotec. It is the recommended installation for his engine.

What date did he put the throttle body or fuel metering unit on?

Earlier in the summer of 2022. The incident on the runway was the 1st flight after installing it. He had to take the engine off, and got a throttle body was the previous owner who had it but never installed it.

Were there any flights between the successful flight the day after the repairs and the accident flight on October 6th?

He retired on July 17th, and on July 28th he had truck loads of stuff to move. He had the airplane fixed before he retired. The accident flight on October 6th, someone on-line recreated the flight using ADS-B data but the model used was a different airplane. It shows him hitting before the airplane stalled. When the engine quit, he called uh-oh on the radio.

Did you maintain controlled flight up to tree contact?

Yes. When he hit the tree the airplane rolled to the right. He added left rudder pedal input. He has flown aerobatics before.

Discuss the accident flight from engine start to accident?

He started the engine when the airplane was behind his hangar. He taxied to the ramp area, then taxied for 10 to 15 minutes towards the runway when he realized he had a “weak right brake.” He then taxied to the hangar, bled the brakes, and re-started the engine. He performed an engine run-up while on the ramp, called ground control, squawked 1200 transponder code, and had a long taxi to runway 23R. While at the run-up area he increased the engine rpm to 1,700 and did a check of the magnetos noting a “suitable drop on the [magnetos].” He contacted FAA air traffic control and asked for full length because he wanted to know the length to get airborne for comparison to takeoff on a grass runway used in Texas. He initiated takeoff and climbed at 3,000 rpm to traffic pattern altitude while still over the runway. He turned onto the crosswind leg of the airport traffic pattern as instructed by the controller and while on the downwind leg he climbed briefly due to a Cessna that was ahead. He noted a “very brief stumble of the engine while at 1,200 ft above ground level” while on the downwind leg, then the engine quit. He attempted to restart the engine with the throttle retarded and the mixture control full forward, activation of the primer, and the engine started then 15 seconds later quit again. At this time (2nd time the engine quit) he was talking with the tower controller and said “uh-oh.” When the engine quit the 2nd time he turned towards the runway.

At this stage of the conversation he directed NTSB to view “ATC Audio Greensboro Crash”, which is “very accurate as to what occurred.”

After the airplane was on the ground, he got out of it then while outside leaned over into the cockpit and secured the airplane. He also obtained the hand-held radio, and an airplane overhead or nearby could hear him but the controller could not. The airplane helped relayed information he said to the controller.

NTSB Questions Continued –

What restraint were you wearing?

The four-point harness, that was cinched tight. His lower and back portions of his seat were crushed.

Describe his injuries?

He had a scrape on the left side of his forehead, a branch hit the back of his right shoulder, he had a knot in the middle of his back, a cut on his left leg that was 4 inches long but did not require sutures, and also nicks and bruises. They did CT image and noted a mass where his left tonsil was. He was injected with dye and it was no issue. He was “really really sore.”

Where is the header fuel tank located?

Forward of the pilot’s seat.

What seat were you in?

Aft seat.

Explain the stratus?

It has Attitude and Heading Reference System (AHRS). The last thing that he did before takeoff was have his friend turn on the camera.

Do you have any questions for NTSB?

No not really. The animation/simulation that can be found on YouTube was accurate though there was some “dead air” with respect to the gaps of recorded ATC communications.

The interview ended at 1323 EDT.

The digest was e-mailed to him for review on November 3, 2022. He replied on November 4, 2022 at 1350 EDT with, “That’s a pretty good report. thx Timothy. Wes.” The FINAL digest was e-mailed to him on November 4, 2022.

Timothy W. Monville
Sr. Air Safety Investigator
OAS-Eastern Region Aviation

Date: November 3, 2022

Subject: ERA23LA009, Record of Conversation/Interview

Contact: Wesley Homer Parker, Pilot of N655WP

Mr. Wesley H. Parker contacted NTSB by phone on October 7, 2022; the time was not recorded. He called from his personal cell phone of [REDACTED] He provided an e-mail address of [REDACTED]

He indicated that the airplane was a manufactured kit from Fisher Flying Products. The airplane serial number is CE-130. It is called a Fisher Celebrity which is a wooden experimental amateur-built bi-plane equipped with a 7 cylinder Rotec 2800 radial engine.

He indicated that he needed to obtain from the airplane the following items. He was advised that he could obtain the items.

1. Fire extinguisher
2. Glasses
3. Lightspeed headset
4. Helmet

With respect to the accident flight, it was his 1st takeoff on the downwind leg of the airport traffic pattern the engine “bobbled a little bit.” He then turned on the auxiliary fuel pump¹ and tried to touch the mixture control and the engine quit. He was able to get it re-started then 2 minutes later the engine “failed again suddenly.” He notified the tower controller and was able to restart the engine 2 or 3 times, but the engine would only run a few seconds each time, but would not sustain power. He was on an extended downwind and was doing a check of the engine rpm at full throttle when the engine quit the 1st time. After the accident he shut off the fuel shutoff valve, and turned

¹ He left it on until after exiting the airplane following the accident. After landing he exited immediately and when clear of the wreckage, reached back in to secure all valves and switches.

off the auxiliary fuel pump, avionics master switch, the electrical master switch, and both magnetos.

He was asked the following questions –

Was there any recent work done to the throttle body or fuel metering unit?

Yes. A new one (Rotec TBS 4.1 MK 1) was installed several weeks prior. If the throttle stop adjustment was not correct at full throttle will cause the engine to quit.

At any point did he reduce power?

Yes, that is how he got the engine to restart briefly. All engine re-starts were at a reduced throttle setting.

Is there an engine monitor in the airplane?

No. he does have an exhaust gas temperature (EGT) and cylinder head temperature (CHT) gauges, which he checked while on the downwind leg of the airport traffic pattern, and before the 1st loss of engine power all engine gauges were in the green.

How much fuel was on-board at takeoff?

His airplane has a 13 gallon header tank, and at takeoff there were about 8.5 gallons of fuel in the header tank. There was no fuel in either wing fuel tank. He normally departs with the auxiliary fuel pump on, and then at altitude would turn it off. He attained traffic pattern altitude while on the upwind leg of the airport traffic pattern. He then turned onto the crosswind and downwind legs of the airport traffic pattern and with the auxiliary fuel pump off, the engine acted like it was starving for fuel. After the engine quit the 1st time and then again, during each successive engine re-start attempt he activated the electric fuel primer for 2 to 3 seconds.

He described the airplane's fuel system as wing tanks feeding into a header tank, then forward to an electric auxiliary fuel pump, forward to a mechanical fuel pump, to the throttle body fuel pressure regulator.

Was it the 1st takeoff of the day?

Yes. He had plans to perform full-stop landings if traffic permitted, but if it did not than he intended to perform 8 touch-and-go landings.

Were there any adjustment of the throttle body fuel pressure regulator between the previous flights and the accident flight?

No. As a result of the accident the engine broke from the fuselage and was hanging at a 45° angle.

What type of propeller was installed?

A Sensenich ground-adjustable 2 bladed composite propeller.

Was there any breach of the header fuel tank?
He did not smell any fuel.

The interview ended at 0920 EDT.

The digest was e-mailed to him for review on November 3, 2022. Within the email sending the document he was asked about the position of the auxiliary fuel pump. He replied the same day at 1544 EDT with comments that were incorporated into the narrative. The corrected digest was e-mailed to him for FINAL review on November 3, 2022. He replied on November 4, 2022 with, "FYI< I think I have answered this, but if not... Yes, I had turned on the aux fuel pump at the initial engine "bobble" and it remained on until I secured it after exiting the airplane. Wes." The FINAL digest was e-mailed to him on November 4, 2022.

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Sr. Air Safety Investigator
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Date: August 19, 2024

Subject: ERA23LA009, Record of Conversation/Interview

Contact: Wesley Homer Parker, Pilot of N655WP

Mr. Wesley H. Parker contacted NTSB by phone on January 19, 2023. He called at 0952 EST, from his personal cell phone of [REDACTED] He provided an e-mail address of [REDACTED]

He indicated that one line in the engine manual indicates that you can over carburetor the engine and need to install a manual stop. In reviewing post-accident pictures he noted the throttle control lever was past the stop.

Postaccident, he has not had any contact with Rotec, the engine manufacturer. He indicated he thought the spark plugs to be black in color consistent with a rich fuel to air ratio. In a normal engine operation, with a Bing carburetor the plugs were usually dark, or a rich fuel to air ratio.

With respect to the accident flight, he feels it might be contaminated fuel as the fuel pickup in the header tank is at the front of the tank. After the engine quit, he hit the primer and the engine restarted, then it quit again.

He indicated that when he put a new fuel sending unit in the header fuel tank, he then flushed the tank with water and dried it. He then put new 100 low lead fuel from Signature. He used two 5-gallon gas cans to fuel the header tank. He reported cleaning them out before using brake cleaner.

The phone call ended at 1014 EST.

The digest was reviewed with him during the call and he agreed with the digest. The statement was e-mailed to him on August 19, 2024.