

Joshua Young
Air Safety Investigator
AS-ERA

Date: 2/10/2023
Subject: ERA23LA124, Pilot Interview
Contact: Christopher Foltz

Mr. Foltz contacted the IIC by phone on February 10, 2023 to discuss the he was involved in, the following is a summary of that conversation.

- The flight was to take the airplane from 2R4 where it had been in maintenance and fly it back to its home airport of 18FD.
- Had just come out of "annual"
- Cody Mackey was the mechanic who did the work
- Changed a fuel line
- Mechanic told pilot the timing of the "emag" was off and that it had been retimed
- He had ridden motorcycle to the airport to fly the airplane back to 18FD, noted that it took longer than normal to get everything setup in the cockpit as it had just been in maintenance but everything went smoothly
- Performed a more in depth preflight as the airplane had just come out of maintenance, the airplane had new tires and brakes
- Drained the fuel tanks and noted no water or contaminants
- Oil was topped all the way up to 8 quarts

- Nothing abnormal was noted on preflight
- Left fuel tank was indicating about 7 gallons and the right fuel tank was almost full
- Fuel tanks hold 19 gallons each
- Moved fuel selector from left to right
- Before doing run-up of the engine waited for the oil temperature to come up
- Nothing abnormal noted during run-up
- Took off and climbed at about 90 knots
- Airplane naturally climbs steeply as a characteristic
- About 400ft the engine let out a "muffled, sucking backfire"
- Did not sound like a valve sticking or a normal backfire
- Electric fuel pump was turned on prior to takeoff
- When the engine failed "shoved the nose down" to maintain flying airspeed, and began a left 210° turn to return to the runway
- Thought the engine came back at about 200ft but witnesses told him it was closer to 50 ft
- Last memory was seeing the airplane heading straight for the Leonardo hangar and not wanting to hit it so he pulled back hard on the stick
- No fire
- Though the ankle injuries may have been from the rudder pedals
- Airplane build was started in 1996 and finished in 1998, he is the third owner
- The engine came from the right side of a Beechcraft Travel Air owned by the Beechcraft corporation

- The propeller had been overhauled by Southern Propeller
- No noticeable recurring issues he could think of, up until the accident the engine has run very well
- Total time of about 11200

Joshua Young
Air Safety Investigator
AS-ERA

Date: 5/4/2023
Subject: ERA23LA124, Pilot Follow-up Interview
Contact: Christopher Foltz, Pilot

Mr. Foltz was emailed on 5/4/2023 by the IIC with the request that he call when his time permits. He called the IIC at 1508 EDT on May 4, 2023 and the following is a summary of that conversation:

- Mr. Foltz was tanked for his call and asked how his recovery was going and a brief conversation was had about his recovery.
- The IIC asked if Mr. Foltz remembers moving any switches or knobs or selectors after the engine failed.
 - He replied no, he looked up, the electric fuel pump was on, the levers in the throttle quadrant were in their correct position and then he noticed his airspeed was about 60 knots so he pushed forward with both hands to prevent a stall.
- Mr. Foltz was asked about the fuel tank and if it had one or two outlets to go to the fuel selector.
 - He could not recall but believes it had one.

Call ended at 1523.

Joshua Young
Air Safety Investigator
AS-ERA

Date: 7/20/2023

Subject: ERA23LA124, Pilot Follow-up Interview

Contact: Christopher Foltz, Pilot

Mr. Foltz was called on 7/20/2023 by the IIC with the request that he call when his time permits. He called the IIC at 1437 EDT on July 20, 2023 and the following is a summary of that conversation:

- Mr. Foltz was tanked for his call and asked how his recovery was going and a brief conversation was had about his recovery.
- The IIC asked if Mr. Foltz knew the amount of unusable fuel for his aircraft and if it was in any of the documentation he received when he bought the airplane.
 - He replied no, the airplane flight manual he received when he bought the airplane only stated that the fuel capacity is 38 gallons.
- The IIC asked if he recalls having any documentation that states the amount of unusable fuel.
 - He replied no, he did not recall seeing anything stating the amount of unusable fuel.
- When asked how much fuel he normally flew with aboard he stated that he normally kept plenty of fuel in the tanks.

Call ended at 1456.