

Lynn Spencer
Air Safety Investigator
Aviation Safety - Eastern Region (AS-ERA)

Date: May 16, 2023
Subject: ERA23LA232 Interview with Pilot
Contact: Dr. David Williamson

The following is a record of conversation with Dr. David Williamson. Dr. Williamson was called on May 16, 2023, at 1104 EDT. He was called at [REDACTED] and a voicemail was left for him. He returned my call at 1113 EDT and provided an e-mail address of [REDACTED]. He was interviewed by phone.

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.

At this stage of the conversation, he was advised that for transparency I would be typing the notes and would send to him for review and comment.

He departed the St Clair County Airport (KPLR) at 6:22 pm Thursday evening. He preflighted and there were 48 gallons of fuel on board and plenty of oil. About 30 minutes into the flight, he turned on the fuel pump, changed fuel tanks, and turned off the fuel pump. About 25 minutes later he determined it was time to change tanks again and it was at that time that the engine went to idle. He turned on the fuel pump, returned the mixture (which had been appropriately leaned) to full rich, and turned on the carburetor heat, but the engine did not regain power. He declared an emergency and was told he was 6 miles from SEM. He picked the closest pasture and established best glide speed and was looking for a place to put it down in the pasture. He almost made it to the pasture but had to put it down in pine trees. He lines the airplane up between rows of pine trees. The airplane reached about 60 kts then buffeted and nosedived to the ground. It was just him on the airplane. Just

scrapes and bruises. As he was doing all this, he never once thought that he wouldn't walk away from it.

The airplane is at KSCD where the mechanic is located. He will send me the shop's phone number.

The call ended at 1127 EDT.

The digest was e-mailed to him for review on May 16, 2023. He replied on May 17, 2023, at 0808 EDT indicating that "The narrative looks accurate." The final digest was e-mailed to him on May 17, 2023.



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Date: May 30, 2023

Subject: ERA23LA232 Summary of Email Correspondence

Contact: Dr. David Williamson, pilot of N1347T, Piper PA-28-180

The following is an excerpt of an e-mail received from Dr. Williamson in response to my inquiry asking for clarification as to his statement on his Form 6120 which indicated that he applied "pitot heat" while attempting to restore power to the engine. I inquired if he meant to write "carburetor heat."

Dr. Williamson responded to my email at 1530 EDT on May 30, 2023, with the word, "Yes."



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Date: June 14, 2023

Subject: ERA23LA232 Summary of Email Correspondence

Contact: Dr. David Williamson, pilot of N1347T, Piper PA-28-180

The following is an excerpt of an e-mail received from Dr. Williamson in response to my inquiry asking for clarification as to which fuel tank he was using at various times during the accident flight. Dr. Williamson responded to my inquiry at 1234 EDT on June 14, 2023. The e-mail was sent from [REDACTED].

I started on the right tank. After 30 minutes, I switched to the left tank. The incident occurred before I would have switched back to the right tank. As far as dates of fueling, I believe the plane was flown on the Tuesday prior to the incident. As I indicated in my preflight check and in the accident report, there was a total of 48 gallons of fuel on board when I departed KPLR.

In a follow-up e-mail I asked, "So to ensure I understand, you flew the first 30 minutes on the right tank, then switched to the left tank. After 25 minutes, when you were ready to switch, the engine failed? Did you try to switch tanks after the engine failed or did you attempt to restore power as you stated in your 6120? (You did not mention attempting to change tanks after the engine went to idle)."

Dr. Williamson once again responded to my email at 1354 EDT on June 14, 2023, with the words, "Restore power."