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Date: April 16, 2024

Subject: ERA24LA178, Record of Conversation/Interview

Contact: James I McKay

Mr. James I McKay was contacted by phone on April 16, 2024, at 1400 EDT. He was called at [REDACTED]. He provided an e-mail address of [REDACTED] and an alternate e-mail address of [REDACTED].

At the beginning of the phone call 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 advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

He was advised that I had a copy of the interview summary he had with FAA inspector Jason Lyuke, but I needed to go over a few details with him about the flight. He indicated that he is the owner of N8337X. He was on a Part 91 personal flight from the airplane's home base airport of Benton County Airport (0M4), Camden, Tennessee, to Manassas Regional Airport/Harry P. Davis Field (HEF), Washington, District of Columbia, with a planned fuel stop at Morehead-Rowan County Clyde A Thomas Regional Airport (SYM), Morehead, Kentucky.

He was asked the following questions –

Did you have any problems on the first flight leg from 0M4 to SYM?
No issues.

NTSB Questions Continued –

Was there any passenger with him and is that person a pilot?
His wife (Judy), and she is not a pilot.

Was there any injury to you or your wife?
His wife sustained a burn from the lapbelt.

Was the airplane equipped with shoulder harnesses?
No.

Tell me about the approach into HEF?
He had been at 5,500 ft mean sea level (msl), and was told to descend but remain at or above 2,500 ft msl. He reduced throttle, and was later cleared to descend to 2,000 ft msl. He had the HEF airport in sight and when flying about 2,000 ft msl he added throttle three to four times but the engine did not respond. He informed the tower controller that the “motor was unresponsive.” He was informed that the flight was cleared to land runway 16L, but he informed the controller if runway 16R was available as it was closer to his position. Before touchdown he reported that the propeller stopped. The airplane touched down short of the runway on grass, rolled into a culvert and nosed over.

Prior to the power reduction did you apply carburetor heat?
No sir.

Did you notice anything unusual on the engine gauges when the engine did not respond to throttle input?
No, but he was trying to figure out why the engine lost power.

Did you move the fuel selector as part of your attempts to restore power?
No sir I did not.

Was there a malfunction of the rudder which was initially reported by FAA?
No, not that he was aware of. Everything regarding the flight controls responded to his input. The only issue was that the engine did not respond to his throttle input.

At the recognition of the loss of engine power what was the fuel level in the fuel tanks?
He had flown about 2.5 hours and he can fly 5.0 hours with full fuel tanks. Since he filled the tanks at his last fuel stop he estimated that he had about 1/2 capacity fuel remaining in each fuel tank.

NTSB Questions Continued –

How long have you owned the airplane?
20 years¹.

Has there been any major engine work done?
Not since the engine was overhauled.

Since owning the airplane have you experienced a loss of engine power?
No sir.

What was the temperature at 5,500 ft msl?
60°F.

What power setting did you reduce the throttle to?
Idle.

Did you have any flaps extended for the landing?
No, he wanted to extend the airplane's glide.

Did you do engine clearing while descending with the power reduced to idle?
No.

Did you do anything with the magnetos in an attempt to restore power?
No, other than a magneto check before departure from SYM.

Did you check the wing fuel tanks or fuel strainer after fueling?
No.

Just curious why did you not check them after fueling?
Wind was moving the airplane and he wanted to takeoff.

Did you smell smoke or experience any unusual noises when the engine power did not respond?
No noises or smoke.

Do you know how many hours on the engine since overhaul?
About 2,000.

¹ According to the FAA Registration File, the pilot submitted an Aircraft Registration Application with the FAA on April 21, 2000.

NTSB Questions Continued –

Is the airplane insured?

Yes.

What is the name of the insurance adjuster?

Global Aerospace, Pren Ross, Claim # 752443. Phone [REDACTED]

Who has the maintenance records?

He does.

Is the airplane locked?

He has the keys but neither door was locked.

Do you have any questions for NTSB?

No.

The call ended at 1424 EDT.

Additional questions below were e-mailed to the pilot and his daughter on the same day at 1721 EDT. He responded the same day at 1732 EDT with answers that were incorporated into the narrative.

Just to clarify:

1. What altitude were you at when you recognized the engine did not respond to throttle input?
2. Was the temperature 60°F at 5,500 ft msl or at the altitude in which you recognized the engine did not respond to throttle control?
3. What is your given full name?

The digest was e-mailed to him and his daughter for review on April 16, 2024. The corrected digest in Track Changes (v02) was e-mailed to them on April 16, 2024. He replied on April 16, 2024 at 1754 EDT with, "Updates look correct. Thank you Jim." The FINAL digest was e-mailed to them on April 16, 2024. The insurance adjuster first name spelling was corrected, and the FINAL digest (v03) was e-mailed to them on October 24, 2024.