

Lynn Spencer
Air Safety Investigator
Aviation Safety / Eastern Region

Date: April 16, 2024

Subject: ERA24LA179 Record of Conversation

Contact: Joseph Jervis, lead airplane pilot and accident airplane mechanic

The following is a record of conversation with Mr. Joseph Jervis. Mr. Jervis called at 1426 EDT on April 16, 2024. He called from [REDACTED] and 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 for transparency I would be typing the notes and would send them to him for review and comment.

Mr. Jervis stated that he was piloting the second airplane (N68007, a Cirrus) in this flight of two to Rocky Mount, and that he was also the mechanic who performed the last annual inspection on the accident airplane.

He stated the engine of the accident airplane (N3FR) was overhauled (field overhaul) in 2022 by the previous owner and had been sitting for 2 years. He said that they ran it on the ground for 2 hours before starting the multi-leg flight from Beverly Regional Airport (BVY), Beverly, Massachusetts to Rocky Mount, North Carolina. He said that there was a lot of water in the fuel before the first flight from BVY to Brookhaven Airport (HWV), Shirley, New York. He stated that the accident airplane had not ADS-B so they did a flight of 2. Before they started the flight, they fully fueled it then let it sit overnight, and shook the wings well before sumping the fuel to drain the water.

When they landed at HWV and refueled, there was more water, although not a lot (maybe a teaspoon). They then flew to Delaware Airpark (33N), Dover/Cheswold, Delaware, where they topped off both airplanes again. When they sumped the fuel that time, there was "maybe 2 drops of water" from the left wing and none from the

fuel strainer. They did not file a flight plan for the flight from 33N although they had tried to get Flight Following as they had on their previous flights. They were not able to reach the Potomac TRACON to get the flight following. When they were coming into Rocky Mount/Wilson Regional Airport (RWI), Mr. Jervis took the lead and landed.

Shortly after he landed, he received a call from Mr. Jackson, the pilot of the N3FR, who stated that the airplane had an engine failure and he had performed a forced landing. Mr. Jervis got back in the airplane to circle over accident site, and when they saw that emergency personnel were on scene, they landed at RWI again and went to the accident site.

Mr. Jervis stated that the airplane has metal fuel tanks in each wing with fuel selector options of left, right or BOTH. He observed fuel leaking from left wing at the root, where he could see where the fuel ran down the fuselage near the door; he also smelled fuel. He did not see the right wing that night; however, the next day when he pulled the battery out of the airplane for the FAA inspector after the airplane was levelled and raised, there was a puddle of fuel (about 3 ft x 3 ft) where the right wing had been in contact with the ground. He thought that it looked close to where the vent line would be. He expressed that he was very concerned for his best friend (Mr. Jackson), because he had asked him to make this flight and had inspected the airplane just before this multi-leg flight and found it to be airworthy.

The call ended at 1501EDT.

The digest was e-mailed to him for review on April 16, 2024. No edits were received. The final digest was e-mailed to him on June 11, 2024.