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Date: July 31, 2024

Subject: ERA24LA229, Pilot Interview

Contact: Mark Webb, Pilot

The pilot was contacted via telephone regarding the accident of N818K. The following is a summary of that conversation.

A discussion of the airplane and engine examination was discussed. Mark was told that nothing was found that would have caused a loss of engine power. Mark asked about a hole in the induction system for the carburetor heat and if that could have contributed to the engine failing. Mark was then asked how he knew about that hole if the airplane was being secured and he replied that he was able to see that from photos that someone had taken while the airplane was still in the field waiting to be moved.

Mark was asked if he remembers anything from the day of the accident. He replied that he was trying to think back on the day. He remembered there was some weather in the area but nothing concerning. He commented that he knew the was going to do the same departure and same climb that he did the flight before the accident flight.

Marked was asked if he remembered the first flight with the passenger Dan and replied that he did. He was asked what his last memory of the day was, and he replied that he remembered getting into the airplane with Liz (Elizabeth) and starting it. He commented that he potentially remembers taxiing the airplane but was uncertain.

Mark was asked why he said the engine failed. He replied, "because I ended up on the ground".

Mark was asked when he flew with Dan on the first flight if he had let Dan fly. He replied that he may have let him fly. Mark was then asked when he flew with Elizabeth, was the plan to let her fly? He replied that initially he thinks that was the plan, but she may have said no. He mentioned he may also have that confused with Dan's flight.

Mark commented that he knew the airplane had 3 gallons of oil in it and that he is not sure what the engine would have quit, and if it did not quit, then why did it go into the ground.

Mark was asked he knew how much gas was in the airplane. He replied that it had approximately 20 gallons of fuel. He was asked if he fueled the airplane that day and he said yes and that he believed he filled it twice. He kept the gas in cans in the hangar. He was asked when he put gas in the airplane, and he replied that he did when Dan first got there and once before Liz's flight but felt like he was guessing. He was asked what kind of gas he used, and he replied, "100 octane low lead".

He was asked if all the engine gauges and instruments in the airplane worked. Mark replied that they all did with the exception of an oil gauge in the front seat, but he could not remember if that was a pressure or a temperature gauge. He mentioned that it was because of an electric transmitter on the back of the engine.

Mark was asked if he had taxied the airplane into a taxiway light at any point that day. He replied that yes, he did bump one, but it was a marker or a cone after the first flight. It is a tailwheel airplane so it can be hard to see, and the grass property made "S" turns difficult. He stated that it did not damage the airplane.

Mark was asked for the insurance information for the airplane, and he replied that it is through BWI. Mark requested to have the airplane released quickly so he can get to other items he has in the hangar and so he can begin rebuilding the accident airplane. He was told that the airplane should be released within a week or two.