

Timothy W. Monville
Sr. Air Safety Investigator
Office of Aviation Safety - Eastern Region

Date: June 20, 2024

Subject: ERA24LA269, Record of Conversation/Interview

Contact: Timothy Howard

Mr. Timothy Howard, President of Cape Aerial Tours, Inc., d/b/a Stick'n Rudder Aero Tours was contacted by phone on June 20, 2024, at 1314 EDT. He was called at his cellular phone of [REDACTED]. He provided an e-mail address of [REDACTED].

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.

At the beginning of the call he was advised that I was the NTSB duty officer and was notified of an off airport landing of N2710U, that occurred on June 16, 2024. I advised Mr. Howard that while waiting for details from FAA inspector Ballou, if he could provide information about the event and the damage to the airplane.

Mr. Howard indicated that he is an airframe and powerplant mechanic with inspection authorization as well as a commercial pilot. With respect to the accident flight, it was a planned 30 minutes long sight-seeing flight operated under Part 91. He estimated that the total flight duration was about 20 minutes. During the flight, the engine experienced loss of power and the pilot performed a forced landing to a beach resulting in collapse of the nose landing gear (Figure 1). There were no injuries to the pilot or two passengers.

After coming to a rest in a nose-low attitude and permission from the Federal Aviation Administration was given to move the aircraft, Park Ranger and local Fire Dept. personnel towed the aircraft about 1.5 miles south down the beach to a point where Mr. Howard and his recovery

¹ He provided an office number of [REDACTED]

team met them and assisted them the last 1/4 mile to the nearest beach access road/trail. Once the aircraft was derigged from the tow harness it was once again resting in the same nose low position as it had landed. At this point Mr. Howard was able to fully inspect and photograph the aircraft. Prior to removing the wings, fuel was drained from each wing tank via the sump drains with about a 1/4 gallon of fuel drained from one tank and about 1/2 gallon of fuel drained from the other. Following the recovery of the aircraft, each wing was elevated at the wingtip and an additional approximately 1/8 gallon of fuel was drained from each wing tank. An additional approximately 1/4 gallon was drained from the fuselage plumbing resulting in a total amount drained from the airplane between 1.25 and 1.5 gallons (figure 2).

During the conversation Mr. Howard indicated that the unusable fuel capacity in each fuel tank was 1.5 gallons, or 3.0 gallons total for both wings. Thus, the total amount of fuel drained from both fuel tanks and the airplane was about the unusable fuel amount for each fuel tank.

Mr. Howard indicated that the accident airplane had been flown earlier that day by other pilots. He added that the accident pilot said he did dip each fuel tank before departure using a “universal” dipstick, which they have a fuel quantity conversion chart in the airplane’s Pilot’s Operating Handbook (POH).

With respect to damage to the airplane, Mr. Howard reported one engine mount tube was bent, and one tube was fractured at a weld (Figure 3). The firewall sustained damage also.



Figure 1: Right Side View of the Airplane at the Accident Site.



Figure 2: Photograph Showing Total Amount of Fuel Drained From the Airplane.



Figure 3: View Showing the Fractured Engine Mount Tube.

The call ended at 1340 EDT.

The digest was e-mailed to him for review on June 16, 2024. He replied on June 20, 2024 at 2211 EDT with comments that were incorporated into the narrative. An e-mail was sent to him on July 9, 2024, at 0830 EDT asking for clarification about the fuel amount drained. He replied the same day at 2211 EDT with comments that were incorporated into the narrative. The amended digest was e-mailed to him for FINAL review on July 10, 2024. He replied on July 14, 2024, with comments that were incorporated into the digest. The FINAL digest was e-mailed to him and the Federal Aviation Administration inspector in charge on November 12, 2024.