



NTSB RECORD OF INTERVIEW

Date/time:	December 3, 2015 / 1300 PDT
Location:	Skagit Regional Airport, Burlington, Washington
Person interview:	Mr. Tom Downey (Airframe & Powerplant mechanic)
Subject:	NTSB accident investigation – WPR15FA268

On December 3, 2015, at 1300 PDT, the NTSB IIC met with the mechanic who performed the most recent overhaul on the accident airplane's engine, Mr. Tom Downey. The IIC asked Mr. Downey the following questions, to which Mr. Downey responded, as well as communicated what he felt was the primary caused the accident.

- When Mr. Downey was asked what the black sealant substance was found on the cylinders and the crankcase during an examination of the engine and airframe on October 15, 2016, he replied that it was #2 Permatex. Mr. Downey said that it was a non-hardening substance, so if it goes through an oil pump it will not clog a passageway.
- When Mr. Downey was informed as to why the black sealant, #2 Permatex, was not applied to the #2 cylinder, he replied that he omitted to apply the compound. He had to reason as to why it was not applied, just that it was omitted.

- When Mr. Downey was asked if he had a calibrated torque wrench, and if he used it to install the crankshaft gear, he replied “YES” to both questions.
- Mr. Downey was asked if any of the accessories were sent out to other vendors during the engine overhaul process, specifically the starter, carburetor, and magnetos. Mr. Downey replied that during the entire overhaul process no components were sent out, that some were inspected and repaired by himself.
- When Mr. Downey was asked how long the engine sat after the overhaul before being installed on the accident airplane, he replied “2 days”.
- Mr. Downey was asked by the IIC what manual or instructions did he use to overhaul the accident airplane’s engine. Mr. Downey replied he used the Continental O-200 Overhaul Manual, which was dated January, 1984, which was the date of approval by the Federal Aviation Administration.

Mr. Downey then provided his personal observations relative to what caused the accident:

- ❖ *the crankshaft gear bolts failed/sheared as a result of a sudden engine stoppage when it impacted the tree, i.e., the propeller was still turning when the airplane impacted the tree. Therefore, the failure of the crankshaft gear bolts was not the cause of the accident, however, it was a result of the accident.*
- ❖ *after viewing the pictures of the engine, he said he felt that there was nothing wrong with the engine, and that what precipitated the loss of engine power and subsequent forced landing was probably carburetor ice. He said that the pilot, Mr. Smith, told him that on the morning of the accident it was very foggy, and that he had to wait about 30 minutes or so for the fog to lift so he could take off, and also waited on the runway for*

several minutes prior to departing. This is consistent with a high humidity factor, which is conducive to carburetor ice.

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