



RECORD OF CONVERSATION

Elliott Simpson
Aviation Accident Investigator
Western Pacific Region

Date: January 5, 2015
Person Contacted: James Farthing
NTSB Accident Number: WPR15LA067

Narrative:

Mr. Simpson,

The following are the notes I took during my interview with the pilot James Farthing. It seems he has been doing a bit of work on this engine as well as having an ongoing problem, see below.....Pilot Interview: James Farthing, N105JF, 01/05/2015 I told Mr. Farthing, I was investigating the accident of aircraft N105JF. I asked Mr. Farthing if he was the pilot at the time of the accident, he stated he was. I asked him to explain what happened.

The following are the points of the discussion:

- In 2013 during annual:
- Discovered muffler system chaffing, altered engine to new muffler system.
- Overhauled carburetors as required except for the replacing the jet needles (no wear).
- Complied with 5 hour Phase I requirements for alteration of exhaust system.

Approximately 6.5 hours after Phase I requirements were complete, at 6000 RPM (full power), the engine started surging or pulsing approximately 50 RPM as indicated by sound only, no indicated change on the tachometer. It surges only during take-off at full power, not during normal flight (5200-5800 RPM).

- Problem continued for approximately 6 months when decided to go back to Phase I testing.
- Altered fuel pump system from a parallel system to a series system; this also forced a change to preflight procedures.
- Believed the problem to be a lean fuel condition.
- Changed both carburetors.
- Has been working the lean fuel problem for about two weeks (details on his knee board that is missing)
- Sunday morning made two flights, the first uneventful at 08:30am, Pre-flight & run-up had no issues, engine ran fine, flew in pattern and landed. The engine did not surge this flight.

- The second (accident flight) before 10:00am, pre-flight & run-up had no issues.
- Approximately 6-7 gallons of fuel on board.
- Warmed up engine to 120 degrees.
- VFR conditions, weather via pilot own observation, no noticeable wind, no obscurations.
- Took off to the south.
- Engine was not surging.
- At full power, during the climb at approximately 100 feet AGL, and turning to a right crosswind the engine loss power, but did not stop completely.
- The engine made hollow sounds as if out of fuel.

-Pilot's reactions:

- Turned boost pump on, no change in conditions.
- Pitched nose down to locate a landing site.
- Unable to clear telephone lines along Goetz road
- Continued shallow right turn to miss telephone lines
- Approximately 15 to 20 feet AGL believed to have stalled the aircraft.
- Observed the ground on right side, impacted, then first responders helping him of wreckage.
- Flight lased approximately 20 seconds.
- He suspects he may have forgotten to turn the fuel valve to the wing tanks position and left it in the OFF position.
- Habitually turns fuel off when exiting aircraft to prevent theft when not un use.
- Does not recall turning it off after the first flight, but he may have.
- He said his wife told him while at the hospital, he asked her to ensure the valve was in the OFF position and her and their son when to the wreckage and turned it off, but he has no recollection of this.
- His wife has no recollection if the valve was I the wing tank, fuselage tank, or the off position prior to her moving the valve.
- The valve is located right of the pilot's seat near the passenger's right foot pedal.
- His last Bi-annual review was 04/28/2012.

MICHAEL BAUDOUX
Aviation Safety Inspector