



RECORD OF CONVERSATION

Albert Nixon
Aviation Accident Investigator
Western Pacific Region

Date: April 24, 2017
Person Contacted: Charles Wentworth (Accident Airplane A & P Mechanic and Witness)
NTSB Accident Number: WPR17FA089

Narrative:

During a conversation with Charles Wentworth, mechanic, and witness of the accident airplane's flight, the following is a summary of what he stated:

- He was at the hanger and propped the accident airplane for start.
- Accident airplane took off and performed a climbing left turn about 200 ft.
- Heard the engine go quiet.
- Observed the airplane about 75 degrees nose low.
- The accident pilot planned a local flight around the airfield.
- The airplane was serviced last Friday and he verified full tanks (17-18 gallons) prior to the flight.
- The airplane had a Gnome rotary engine that produced 160 horse power.
- The weather that day was nice.
- It was the first flight of the day for the accident airplane.
- Approximate timeline:
 - 0845 He showed.
 - 0900 Propped it.
 - 0905 Took off.
 - 0910 Accident.
- During preflight he observed the pilot check the oil valve on and did a fuel check.
- He thinks the pilot did a flight control check prior to takeoff.



RECORD OF CONVERSATION

Albert Nixon
Aviation Accident Investigator
Western Pacific Region

Date: April 25, 2017
Person Contacted: Jeffry Parsons (Witness)
NTSB Accident Number: WPR17FA089

Narrative:

During a conversation with Jeffry Parsons, witness of the accident airplane, the following is a summary of what he stated:

- He was located about 1 mile south from the airstrip where the accident airplane took off.
- He watched airplanes taking off from the airstrip all the time.
- On Sunday, he was outside working on his yard, around 0900.
- He heard an airplane take off and perform a port turn (90 degrees) and was still climbing.
- The engine sounded like it was running well.
- The airplane performed a second port turn (90 degrees).
- The airplane finished the turn and was about 500 ft. in altitude.
- The airplane had leveled off and was parallel to the airstrip.
- He could see the back of the airplane.
- He then lost sight of the airplane because of some trees.
- A few seconds later, he heard the airplane's engine stumbled, and then stumbled again.
- He described the sound like the engine had dropped off.
- He then said the engine sound was quiet like it had stopped.
- The weather was nice and there was a slight breeze out of the south.
- Compared to other airplanes flying from the airstrip that he has observed in the last ten years, the altitude and spacing of the accident airplane seemed normal.



RECORD OF CONVERSATION

Albert P. Nixon
Senior Aviation Accident Investigator
Western Pacific Region

Date: October 26, 2018
Person Contacted: Charles Wentworth (A & P Mechanic for WW1 Airplanes)
NTSB Accident Number: WPR17FA089

Narrative:

During a conversation with Charles Wentworth, mechanic of the accident airplane, the following is a summary of what he stated:

- He had flown the Nieuport 28 and said it turned to the left quickly but wanted to climb.
- He said that the Nieuport 28 had plywood panels in the fuselage, under the fabric.
- During the two times that he re-skinned and painted the Nieuport 28, only the skin was removed and not the plywood panels.
- In the belly of the airplane is where the flight controls were connected to the control stick and were virtually inaccessible unless the plywood panels were removed.
- When asked about checking the Nieuport 28 flight controls he stated that there was a window in the tail to check the elevator attachments and the rudder could be checked externally but the torque tube in the lower wing and the attachments in the belly of the airplane were not readily accessible.
- The bungee cords were for the tail skid and landing gear.
- He said the accident pilot was a good pilot with a lot of tail-wheel time.