



RECORD OF CONVERSATIONS

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: July 10, 2017

Persons Contacted: Mr. Lorin Henry (Sky Knights Flight Club member) and Mr. Kevin McAvoy (Club member and club mechanic)

NTSB Accident Number: WPR17FA146

Narrative:

The following is a synopsis of the information provided by the two above-named individuals in several conversations during the examination of N2812 at KCMA on this date:

- Mr. Henry is an active member of the Sky Knights Flight Club (SKFC)
- Mr. McAvoy is an active SKFC club member and also a current mechanic on the club's aircraft
- The club is based at the dedicated Ultralight Field on the southwest corner of KCMA
- The club had three aircraft, including the accident aircraft
 - N2812 2001 Quicksilver Sport II (wire-braced, accident aircraft, known as 'Mama'), Rotax 503 DCDI
 - N1712 2005 Quicksilver Sport IIS (strut-braced), Rotax 503 DCDI
 - N7712 2001 Quicksilver MXL Sport single place ('Tweety'), Rotax 503
- SKFC owns the three aircraft
- All three aircraft were kept in individual hangars at the east end of the Ultralight hangar row on the "Ultralight Field" at KCMA
- SKFC has a board of directors
 - Mr. Bob Schidel is the President
 - Mr. Mike Chicco is a CFI used by the club, but not a club member
- The accident aircraft was part of a flight of three
 - N1712 was flown by Mike Chicco with a student pilot/passenger on board
 - N7712 was flown by Mr. Ron Severson
- According to Mr. Henry, there are 3 standardized exit routes from the KCMA airport traffic area:
 - These are 'NW pattern, SW pattern, and SE pattern'
 - These are reportedly available on the SKFC web site
 - Regardless of the exit pattern, the aircraft must contact the KCMA ATCT (ground & tower frequencies) for appropriate permissions

- o The accident flight used the SE pattern
 - o For the SE pattern the aircraft must remain below 300 feet on the leg to the shoreline
 - o The typical SE pattern & shoreline flight lasts about 30 minutes total
- The dedicated oiling system on the engine was disabled; the engine uses a 40:1 fuel:oil mix iaw Rotax guidance
 - o The club uses Avgas
 - o The club premixes the fuel/oil and stores it in 55 gallon drum in the hangar
 - o There have been instances of the fuel/oil drum & nozzle being clustered by earwig insects; apparently the insects are attracted to the fuel or oil
- Normal engine warm up procedures entail a full taxi circuit of the Ultralight field runway/taxiway complex
 - o [Per Google Earth, this would be an approximate distance of 3,560 feet]
- The accident aircraft cruises at approximately 45 mph
- Normal RPM ranges
 - o Takeoff: full throttle, ~6,100 – 6,300
 - o Cruise rpm will vary as a function of weight, # of persons, and ambient conditions, typically 5,500 – 6,000
- Mr. Henry normally only uses the electric fuel pump for engine start, and turns it off thereafter
 - o He understood that one or both of the accident pilots normally kept the electric fuel pump on for their entire flight
- Mr. Chicco liked to fly very low (sometimes tens of feet or less) over the ocean
 - o Mr. Henry and most other pilots fly at least 300 feet above the ocean
- Mr. McAvoy was the person who replaced the aft carburetor boot on July 2, 2017
 - o Mr. McAvoy obtained the part from a box of parts in the hangar
 - o According to Mr. Henry, the part was "not brand new"
 - o Both stated that Mr. McAvoy determined that the part was airworthy
- Quicksilver is no longer in business, but aftermarket parts from several vendors are available
- For the accident flight:
 - o Mr. DiNicola was in the left seat, wore long pants and a shirt (no jacket), and weighed about 190 lbs
 - o Mr. Watson was in the right seat, wore shorts and a shirt (no jacket), and weighed about 230 lbs
 - o Neither person wore a helmet or a portable flotation device
- Mr. Henry opined that the engine power loss was a result of carburetor or intake system icing