



RECORD OF CONVERSATION

Tealeye Cornejo
Air Safety Investigator (Field)
Western Pacific Region

Date: 09/11/2017
Person Contacted: Gaywood Paul
NTSB Accident Number: WPR17LA194

Narrative:

Mr. Paul had previously refueled his airplane to 3/4 tank with AVGAS. He had to bring it in in 5-gallon containers as the airport where he kept his airplane did not have AVGAS.

He had replaced the fuel filter and ground ran the airplane for 15 minutes, without any discrepancy. He shut down the engine and opened the cowl to check for any leaks; no leaks were identified. He untied the airplane, got in and taxied to the run-up area.

The run-up was longer than normal, but no discrepancies were noted. He took off, gained an altitude of about 75 feet, and the engine quit. The propeller was still windmilling. Knowing the obstacles surrounding the airport, the pilot decided to turn to the left 90 degrees to avoid rocks. The left side of the runway had a light grade to the terrain as well as mounds.

The pilot attempted to land on a mound but was unsuccessful. The left wing struck the mound and was bent. He was not seriously injured. He was able to get himself out of the airplane with a few cuts and scrapes.

The FAA took pictures and got a fuel sample and went through the logbooks. Only recent maintenance performed was when he changed the fuel filter and cleaned a couple of spark plugs. The carburetor was changed in the summer of 2016. A condition inspection was completed in November 2016.

His check ride was done in March. He was supposed to do it in November, but due to weather he had to postpone it. The check ride was done in his airplane. Flew the airplane once a month in April, May and July; it's his opinion that the airplane can be rebuilt, and he's considering selling it. He is suspicious of two things 1. The Fuel filter may be plugged. Wasn't checked when FAA was there and 2. the carburetor. He has a rebuilt carb (installed summer 2016), and he said it didn't behave like the old one. He's been flying since

1965 and this is his 4th airplane. His practice is to work with the mechanics during annual inspections. He's had inflight partial engine failures in all 4 airplanes. (2 Stinson's, a Cherokee, and the accident airplane). Pilot stated that there was no sputtering on the accident flight. The engine just quit.

On the accident flight he checked the for water in the fuel, twice, and found no water. The fuel tank is encased in cork, and he always filled it up. When he sumped it from the gascolator during the preflight, the fuel was clear. Last six years, there have been issues with water in the fuel.