



INTERVIEW SUMMARY

Elliott Simpson
Aviation Accident Investigator
Western Pacific Region

Interview Date: May 31, 2018
Person Contacted: Jerry Jones
NTSB Accident Number: WPR18LA156

Narrative:

During a telephone conversation, Mr. Jones stated the following:

He could not specifically recall the mixture setting during the takeoff and climb phase of the accident flight, but presumed that because the engine failure occurred during climb, it was likely to have been in the full rich position. He reported that the airplane had been serviced with 100-low lead aviation gasoline while in Tonopah, and that he landed their because his wife, who was the passenger, was becoming nauseous. He stated that she had recovered prior to departing on the accident flight.

In a series of emails regarding fuel mixture adjustment procedures, Mr. Jones stated the following:

"I always tried to follow the POH and the supplement for the western sky way turbo normalizer and since we were still climbing when the Engine started losing oil I'm not sure but I think I still had it at full Rich I may of started leaning it out some for the higher altitude but I always tried to stick to their procedures. But I don't think I did anything differently than normal."

"No she was fine [his wife] after we landed at Tonopah she was just feeling nauseous before we landed and as far as the fuel mixture goes I started pulling the mixture back enough to come back off the redline just like the skyways manual said for its cruise climb"