



MEMORANDUM FOR RECORD

Stephen Stein
Air Safety Investigator
National Transportation Safety Board
Office of Aviation Safety – Western Pacific Region

NTSB Accident Number: WPR18LA194
Aircraft Registration & Make/Model: N8440F; Piper PA-32-300
Accident Location: Salisbury, North Carolina
Accident Date: June 29, 2018

Note: The following interviews were documented by the Investigator-In-Charge (IIC), Stephen Stein.

Interview #1 Summary

Barry Mines
Accident Pilot

Interview Date and Time: July 13, 2018; 0716 PT

Mr. Mines reported that he purchased 24.6 gallons of fuel at a fixed base operator in Ocean City, Maryland, Bay Land Aviation, Inc. He subsequently departed the airport with both the main and auxiliary fuel tanks filled to capacity.



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Interview #1 Summary

Brian Owens
Assistant Chief Flight Instructor, Bayland Aviation, Ocean City, Maryland

Interview Date and Time: September 25, 2019; 0838 PT

Mr. Owens stated that he remembered the accident pilot because he overheard him discussing his flight plan with someone at the fixed based operator's facility. After hearing his flight plan, Mr. Owens interjected to explain that he would have to circumvent the restricted airspace by climbing to 8,000 ft mean sea level. Following their interaction, Mr. Owens observed the pilot perform a brief preflight inspection. He later called to the tower controller during his takeoff to announce his fuel tank cap has popped off and requested to rejoin the pattern and land. His subsequent approach was unstabilized as the airplane was "just above the trees" The pilot seemed "all over the place" to Mr. Owens.



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Interview #1 Summary

Deborah Horne
Rowan County Fire Marshall

Interview Date and Time: November 4, 2019; 0915 PT

Mrs. Horne stated that her report shows they drained 55 gallons of fuel from the fuel tanks. She further added that they estimated about 20-30 gallons of fuel had leaked from the airplane onto the ground before they drained the tanks. Sometimes they use scientific methods to determine the amount of spilled fuel, although this amount was likely based on information that came from the pilot.



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Interview #1 Summary

JP Instruments Representative

Interview Date and Time: October 14, 2019; 0942 PT

According to the representative, if the JP instruments fuel flow transducer was sucking air, it would cause erratic indications on the JP instruments EDM engine monitoring system. He further added that a poor connection or radio frequency interference could also cause erratic readings.



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Interview #1 Summary

Paul Meyer
Federal Aviation Administration

Interview Date and Time: May 9, 2019; 1000 PT

Mr. Meyer reported that the first responders had already drained all the fuel from the airplane before he arrived at the accident site.