



INTERVIEW SUMMARY

Elliott Simpson
Aviation Accident Investigator
Western Pacific Region

Person Contacted: Bruce Phillips [REDACTED]
NTSB Accident Number: WPR19FA022

Narrative:

In an email dated November 13, 2018 Mr. Phillips stated:

Elliott,

Yes, Chris and I definitely used the defroster a few times and the heat at least a couple times. We did not ever notice signs of Carbon Monoxide poisoning; no headaches, dizziness, or exhaust smell, etc. With that particular aircraft, some exhaust did appear to come into the airplane from what I concluded to be the right vent open only when practicing stalls as indicated by the exhaust smell, but it quickly went away when returning to cruise. And again, this was with the vents fully open so I concluded it was only due to the proximity of the exhaust pipe to the vent intake and the stall configuration.

There was no electronic or other Carbon Monoxide alerting device. I seem to recall the card with the dot in the middle being in the aircraft but I'm not 100% sure if it was that aircraft. Chris didn't recall seeing one but he was not sure either.

Bruce Phillips

In an email dated November 16, 2018 he stated:

Elliott,

Looking over the dates, times, and temperatures and thinking about the flights: The only time I recall the defroster and heat being used for any significant amount of time was on October 12, 2018. I specifically remember Chris being concerned about the windscreen and windows starting to fog up that day before we departed, and I told him the defroster would not clear it until we got moving. He recalled the same conversation. We started that flight on October 12th at about 7:45 am. I believe the temperature was in the 30s, so it's likely we used the heater for the duration of the flight time which

was about one hour. Most of this flight, probably the last 35 minutes or more was spent in the pattern at KLRJ. The first segment of this flight included climb out, slow flight, stalls, steep turns, and emergency descent. None of this flight was at cruise for any significant duration.

Other than that one day, I'm really not certain. Before that, I believe I used the heater once or twice when leaving South St. Paul, MN KSGS early in the morning when I departed early a few times at around 5 am. However this would have been in the summer months and the heater use was for no longer than a very short duration. I believe I flew it in the rain at least once or twice, so I may have used the defroster but it would also have been for a short duration.

Bruce Phillips



INTERVIEW SUMMARY

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Western Pacific Region

Interview Date: November 12, 2018
Person Contacted: Chris DeRocher [REDACTED]
NTSB Accident Number: WPR19FA022

Narrative:

During a telephone conversation on November 12, 2018, Mr. DeRocher stated the following:

- Mr. DeRocher and the accident student pilot, Pat Kellen, are the sole owners of N91770.
- The airplane was purchased about July 2018.
- Mr. Kellen had flown N91770 on many occasions during his flight training and had also soloed in it. He also flew Cessna airplanes during the initial phase of his training.
- Mr. DeRocher last flew in N91770 with his instructor about one month prior to the accident.
- The airplane had just come out of its annual inspection about one week before the accident, which was performed at La Mars Airport. Mr. Kellen assisted with the inspection.
- The only problems encountered were with the starter motor, which was replaced along with the tires and brakes. All else was routine inspection work.
- Mr. DeRocher and Mr. Kellen originally kept a formal flight log, but in the end decided to tally up hours based on their pilot logbook entries, and then divide the costs at the end of the year.
- They had flown it for about 150 hours since purchase, all during the summer months.



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Interview Date: November 12, 2018
Person Contacted: Christine Rasmussen
NTSB Accident Number: WPR19FA022

Narrative:

During a telephone conversation on November 12, 2018, Miss Rasmussen stated the following:

- She is the partner of Edward Anderson.
- Mr. Anderson has flown the accident airplane many times.
- Mr. Anderson is good friends with the owner, Mr. Kellen, who is learning to fly and is a student pilot.
- The plan was for Mr. Anderson to fly the airplane to Osceola, Iowa with Mr. Kellen and the passengers, then drop them off and return back to La Mars with the airplane that night. Mr. Anderson was then going to return Sunday night to bring everyone back again.
- She reported that Mr. Anderson has thousands of hours of flight experience and is very well organized.



INTERVIEW SUMMARY

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Western Pacific Region

Interview Date: November 29, 2018
Person Contacted: MARSHALL BURGESS – Airport Manager KGCT [REDACTED]
NTSB Accident Number: WPR19FA022

Narrative:

- He received a call from Des Moines Approach at 1711, informing him of an airplane in distress that wanted to land at GCT.
- He immediately departed for the airport (he was 5 minutes' drive away) and called an assistant who was closer to tell him to turn on the lights.
- The assistant turned the lights on to full power using his radio on within a few minutes.
- By the time Mr. Burgess had arrived at the airport, just before 1720, the lights were on and at full power, and there were lots of first responders on the field with their emergency vehicle lights flashing.
- He became concerned that they were too close to the runway, and would be a distraction to the pilot, so he suggested they move away.
- He observed that the airport beacon had yet to turn on because it was still fairly light.
- At no point did he hear or see an airplane.



INTERVIEW SUMMARY

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Aviation Accident Investigator
Western Pacific Region

Interview Date: November 11, 12, 2018
Person Contacted: Tom Mullally, [REDACTED]
NTSB Accident Number: WPR19FA022

Narrative:

During a telephone conversation on November 11 and 12, 2018, Mr. Mullally stated the following:

- He is the airport manager, for La Mars Airport, and is well acquainted with Ed Anderson (accident private pilot) and Pat Kellen (accident student pilot/airplane co-owner).
- At the time of this conversation, Mr. Mullally was in possession of the maintenance logbooks for N91770.
- Chad Fisher was the A&P/IA mechanic who performed the last annual inspection, about one week prior to the accident. Mr. Mullally and Mr. Kellen assisted with the inspection, neither hold A&P certificates, but all work was monitored and signed off by Mr. Fisher.
- Prior to and during the inspection, the engine was not able to achieve full RPM. A screw on the governor was adjusted by Mr. Fisher. The plan was to then take the airplane on a test flight to confirm correct RPM, but Mr. Mullally was not able to get onto the insurance policy.
- Mr. Mullally and Fisher requested that somebody take the airplane up for a test flight on multiple occasions, but this did not happen. Ultimately, Mr. Anderson and Mr. Kellen decided (despite Mr Mullally's objections) that they would make the accident flight the test flight and return to the airport immediately if the engine was not able to maintain full RPM.
- This was likely the first flight since the annual inspection because they discussed the engine RPM.
- The airplane was fueled just prior to takeoff, the departure appeared uneventful, and they did not return after takeoff.
- Mr. Mullally was not sure of their destination, but believes it was likely Osceola, Iowa, and because they were all wearing camouflage, the reason for the trip was probably to go hunting.
- The airplane was equipped with an autopilot, wing-leveling only, no altitude-hold. Mr. Anderson stated to him that he did not like using the autopilot, because he did not like having something else control the airplane.

- In an email dated 11/13/18 Mr. Mullally stated the following, in regard to the engine start prior to takeoff:

“Yes I heard him trying to start it. As it was cranking it started sputtered, popped and ran for a few seconds and quit. I heard the fuel pump running and then he went and started for the second time and it started sputtered a little came out of it. He had the RPM up pretty high. from there he taxied at high speed to the fuel truck to get fuel.

For a cold engine start, if it were my engine I would have been very upset the way he started it and ran it at high rpms.”

From: [REDACTED]
To: [REDACTED]
Subject: Ryan Meyers Written statement
Date: Monday, November 26, 2018 8:47:01 AM

On November 9th 2018

I Ryan Meyers was out at the airport working around the shop. Around 4:30 pm -4:45 pm Ed comes into the shop. Ed stated he was taking a few people down on a hunting trip by Des Moines IA. Ed stated that he was flying them down to the area and would be flying back that night. Ed did state that he looked up the weather and it was in the teens that day (very chilly.) Ed stated that there was snow and ice so high up (4 thousand ft.) Ed and Tom were bickering over the plane; Ed was in the shop for about 10 minutes. Ed went straight to the hanger and we (tom and myself) heard cranking roughly one minute and backfiring. Plane runs for about half minute then dies. Ed started the plane back up it-cranked then started up. The plane ran very high idle and drove out to get fuel. Tom left the shed for about 10 minutes Ed fueled the plane. Around 5:00 pm, Tom and I ran to Quality lube in Lemars. While leaving the airport we seen three other passengers getting out of a little car with luggage walking into the airport. We (tom and I) were roughly gone 15 minutes. When returned to the airport the plane windows were *fogged up on the sides (could not see the front window)* walked to the shop put fluids down by *the truck, went outside to watch the plane drive to the runway.* Plane drove down the runway towards the south then turned around; plane took off towards the north off the runway. The plane took off fine and sounded strong. Plane took off roughly around 5:30pm. Afterwards I went into the shop and continued to work.

-Ryan Meyers

Please reply that you received thanks.

To: FAA

CC: Elliott

Per request, I'm writing this letter to give the knowledge that I had for N91770.

First I want to follow up with the dates and flights I had in N91770:

1. August 20: I flew with instructor for a HP Checkout. .5 hrs
2. August 22: Leisure flight with my son. 1.0 hrs
3. August 26: Ed, Pat, and I flew to Ames, IA to pick up a Piper Cherokee 140 that I purchased. I flew N91770 back to LeMars with Pat while Ed flew my Piper 140 home. 2hrs
4. Sept 30: I flew to Spencer IA and back. 1.5hrs

Also per request, here are the items that I assisted with during the annual inspection:

At my initial arrival to assist the AMP, I inquired about airframe, engine compression, and exhaust inspection as well as oil change. I was informed that those had been completed. The items listed below are things that I assisted with.

Cleaned spark plugs and re-gapped

Installed new tires and tubes

Installed new brake discs and pads

Installed new wheel bearings

Replaced O-ring on brake caliper and cleaned caliper

Lifting of prop for initial install

Installed alternator belt

Installed starter and shim

Adjust prop governor

Finally per request, here are my recollections of events on Friday, November 9.

In the morning hours I received a call from Ed stating that he had received a call from Pat about flying to Osceola. Ed told me that he had told Pat that they wouldn't be able to go because of weather conditions. In the late afternoon, Ed arrived to the airport and was opening the hangar for N91770. I approached Ed and he told me that they were going. I told him I advised against it because of weather, time of day, and because the airplane had not been test flown since completion of the inspection. When Ed first started the plane it sputtered banged then started ran for about 5 sec and quit. He started it again and taxied the plane at a high RPM to the fuel truck. While fueling the plane, I again expressed my concerns to Ed about the flight regarding weather conditions, the time day, and the lack of a test flight. His response was that they would know 5-10 minutes in to flight if they needed to return. Later as the plane was on the ramp prior to take off, I observed that the windows were fogged up. Finally, I did observe the plane take off. Some time in the evening hours at around approximately 6pm, is when I received a call from Minneapolis Center inquiring about the flight.

Tom Mullally