



RECORD OF CONVERSATION

Joshua D. Cawthra
Senior Aviation Accident Investigator
Western Pacific Region

Date: 8/10/2019
Person Contacted: Steve Maine (Owner of the airplane)
NTSB Accident Number: WPR19FA215

Narrative:

Mr. Maine reported that the airplane had last flown in 2011, and that he purchased the airplane from his father's estate auction in 2013. Mr. Maine said that he started working on the annual inspection with various mechanics in October 2018. During this time, the carburetor was removed, and the engine driven fuel pump, and right wing scavenge pump were rebuilt, a new carburetor was purchased, along with new spark plugs, replacement of the aileron curtains, and the landing gear struts were rebuilt with new O-rings. Mr. Maine recalled that when the engine oil screen was removed, some metal was found, and they sent the engine oil out for analysis with negative results.

Mr. Maine stated that the pilot and passenger were always visiting, as his hangar was across from their place of work. Mr. Maine stated at one point, the pilot had offered to fly the airplane for him, and said he had experience in radial powered taildragger airplanes, however, no experience in a T-28.

Mr. Maine reported that prior to any flights conducted in the airplane, they had refueled it with 20 or 30 gallons of fuel, and conducted various engine runs and taxi tests, before refueling the airplane with 80 gallons of fuel (40 gallons per side). The airplane was flown by the pilot and passenger on August 3, 2019, for about 1 hour. During this flight, the pilot did one pass over the runway, and flew to Vale, Oregon, before returning to Ontario, where he conducted 3 touch and go takeoff and landings, followed by a full stop landing. Throughout the entire flight, they had the landing gear pinned in the down position (mechanical pin locks were installed).

Mr. Maine reported that on the day of the accident, the pilot and passenger boarded the airplane, started the engine, and taxied out to runway 15. Following takeoff, the pilot performed a 180° turn back to the airport and performed a low pass with the landing gear up. The airplane was observed flying around the area for a few minutes, before it returned to the airport and conducted a second pass, with the landing gear in the extended position. He stated that the airplane flew around the pattern, and conducted a 3rd pass, about 40 ft above the runway with the flaps extended to 10 or 20° and the landing

gear extended. Following the pass, the airplane pitched up, in what he called a not terribly aggressive climb out. Mr. Maine said that he did not see the airplane descend, or impact the ground, as he was getting back into his vehicle. He estimated that the total flight time of the airplane on the accident flight was about 20 to 25 minutes.

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