



RECORD OF CONVERSATION

Joshua D. Cawthra
Senior Aviation Accident Investigator
Western Pacific Region

Date: 8/10/2019
Person Contacted: Michael McDougal - Mechanic
NTSB Accident Number: WPR19FA215

Narrative:

Mr. McDougal stated that Mr. Main asked him to assist in getting the airplane back in the air and that he did about a weeks' worth of work, which included installing a carburetor that Mr. Maine purchased new. Mr. McDougal said that it was more or less, to make sure the rest of the airplane, flight controls, flaps, aileron curtains were good, and basically did a condition inspection on the inside of the airplane. Mr. McDougal said that he did a test run, magneto check, prop cycling, and taxi tests. He stated that there were no leaks and no issues noted, and that it was sound and functioning. Mr. McDougal said that he had spoken to Mr. Klein, who did the previous work, and they talked about what was performed, and he said that he had looked in those areas before Mr. Thompson performed the annual inspection.

Mr. McDougal said he was aware of some of what Mr. Klein found. Mr. McDougal addressed as many of those items as he could and that he told Mr. Maine they would continue to address the items as it flew. Mr. McDougal said they were just trying to make the airplane safe to fly.

Mr. McDougal stated he was present when Mr. Thompson did the annual inspection.

Mr. McDougal said that he's been working on warbirds since 1982, used to fly a B model T-28, and that he has worked on various models of warbirds. Mr. McDougal said that the owner did not have the proper tools available and recalled that Mr. Klein did a compression test on the engine. Additionally, Mr. McDougal said he did not run an AD search.

Mr. McDougal said he had no concerns with it being flown in the manner than he anticipated and expected the gentlemen to fly it to fly it high, get some hours on the airplane over the airport, no expectations he'd be doing low passes. Mr. McDougal said he did talk to the pilots with his desires on what he was looking for and what he expected. Mr. McDougal said he got conformation they would oblige. He also stated that the pilot was high time pilot with lots of experience.

Mr. McDougal was not knowledgeable on the time / life limits on the propeller.

Mr. McDougal was not aware if the pilot had had any T-28 flight time. He recalled they had a lot of radial engine time with crop dusting airplanes/round engine taildragger time. Mr. McDougal said he only had met them within the past week and had no interaction with telling them how to fly the airplane. Mr. McDougal said they were reading the book and T-28 manual.

Mr. McDougal further stated that he knows that the fuel burn on the engine is around 30 gallons per hour (gph), or 60 gph on takeoff. Mr. McDougal said he is extremely frustrated and it's his contention that they didn't fuel the airplane. He recalled that they put a few gallons onboard the airplane, for ground runs, but due to his schedule, he wasn't there during the flight. Mr. McDougal estimated 8 gallons per side for the ground runs and that he knows the airplane was empty of fuel because the boost pumps were inspected.

Mr. McDougal added that Mr. Maine, the owner did not have the maintenance manuals. Mr. McDougal said he himself purchased the maintenance manual.

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Date: 8/10/2019
Person Contacted: John Klein – Tri State Aviation
NTSB Accident Number: WPR19FA215

Narrative:

Mr. Klein said that he had talked to someone in September from the Boise FSDO.

Mr. Klein recalled that in either September or October of 2018, Steve Maine flew him out to work on the airplane because he wanted to get it flying. Mr. Klein said that at that time, Steve Maine told him he had all the paperwork, everything was there, and it hadn't flown for 10 to 12 years, and wanted to move it to Madras, Oregon, on a ferry flight. Mr. Klein said that he went through the airplane, which included rebuilding the main struts, replaced the aileron gap seals. He said that Mr. Maine wanted to run the engine, and when he attempted to start it, it did, which he was surprised.

Mr. Klein stated that the fuel boost pump was leaking, fuel on the right wing was leaking, and the engine driven fuel pump was leaking, and the engine wouldn't idle. At that point, he told Mr. Maine that he wasn't flying it, nor comfortable to have anyone else fly it. Additionally, he told Mr. Maine that he needed to get the registration, airworthiness, paperwork in order, recreate the aircraft / engine logs, when the carburetor and fuel pumps come back, he would come back and put it all on. Mr. Klein said that this was last time he worked on it and that Mr. Maine found another person to put the carburetor back on and get it ready to fly. He didn't recall who, however, recalled he had provided a discrepancy list and that the mechanic told him he'd go through it. Mr. Klein also mentioned to them they would need an annual inspection.

Mr. Klein added that he told Mr. Maine that the airplane hadn't flown in 12 years, and concerning the airplane, he'd go over all the no – go items, and would need someone to fly over the airport, 3,000 to 5,000 ft above ground level, land, go over things on the airplane, and get some time on it. Mr. Klein stated that a lot of the hoses needed to be replaced, thought they would maybe last a half hour flight. He also said there was a lot of the other stuff that were a lot of no go items, but didn't specify what.

Oil sample came back good.

Mr. Klein said that he has worked on T-28's for 5 to 6 years at least, used to maintain one pretty heavily. He said he currently maintains a TBM, corsair, mustang. He added that he didn't run any AD checks as he didn't have a computer, and was not sure if there are any. He was unaware of time limits or life limits for aero products propeller, and this was the first airplane that he worked on that had the aero products propeller.

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Joshua D. Cawthra
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Western Pacific Region

Date: 8/10/2019
Person Contacted: Frank Thompson – Weazer Air Services - Mechanic / IA
NTSB Accident Number: WPR19FA215

Narrative:

Mr. Thompson reported that he performed the annual inspection on the airplane. He said that he went through the airplane, inspected the work they did, such as the carburetor, spark plugs, essentially went over the whole airplane, looked at the work, and helped them set the idle on the carburetor.

Mr. Thompson said that he During the annual inspection, was just using the 43.13 checklist and that he didn't have a true book on the T-28. Mr. Thompson said he did an AD search and that they had to make up new logbooks, as the airplane was sold at an auction, and they didn't have any old logbooks. Mr. Thompson said he did a compression test on the engine, and that all of the cylinders were 70, but one was just about 60 something, however, he couldn't remember what cylinder it was.

Mr. Thompson said they had done an oil analysis and replaced carburetor. He also stated that he performed a landing gear retraction test and that the someone had previously rebuilt the landing gear. Mr. Thompson said he didn't have a cable tensiometer to check cable tension, and did not check it. Mr. Thompson said he checked the canopy (canopy release). Mr. Thompson said he felt everything on the airplane worked well, and that the engine sounded great. Mr. Thompson didn't think it had an ELT and that it was in restricted category for photos only. Mr. Thompson recalled that all of electrical worked, the airplane was clean outside, and that they used airframe and engine times from when the airplane was sold.

Mr. Thompson said he was concerned with the fuel they had on it and that they way he understood. He Recalled that they only put 40 gallons aside in it, and ran it for a while, and thought the T-28 burned 60 gallons per hour, but if you were down low, they burn a lot of fuel. Mr. Thompson thought the airplane held 175 or 177 gallons of fuel. He mentioned that he had never saw a weight and balance for the airplane. Mr. Thompson said he did not talk to the pilot's about the fuel concerns, but he tried to tell them a few things, but they seemed to know what they were doing.

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