

Record of Telephone Call

Name: Aaron Michelsen, Owner, N5277C

Phone No: [REDACTED]

Address: [REDACTED]

Gresham, OR 97030

Date: 9/25/2019, at 10:20 AM

Subject: N5277C BE-35 Accident

I contacted Aaron Michelsen, owner of N5277C, BE-35, SN D-2671, and student, receiving flight instruction in the airplane involved in an accident 09/23/2019, at 1753 PST.

Mr. Michelsen said that he had received some ground training at the Pearson Airport, Vancouver, WA, but wanted to accelerate the training by buying his own airplane and learn to fly in it. He said that the airplane had sat for two or three weeks prior to the September 23rd flight. He also thought that the prop had 50 or 60 hours since overhaul, and the engine had 100 to 200 hours since overhaul. He had noted some oil in the engine cowling and wasn't sure if that was from the prop overhaul or whether it was excessive or not.

I asked him what happened starting before the takeoff. He explained that the battery would not turn over the engine so he had to pay a mechanic to for a jump-start. According to Mr. Michelsen, the mechanic noticed the engine prime might have been left on because of fuel dribbling out of a drain. *(While at the accident site, I noted a placard in the instrument panel stating "Primer Valve Inop." It's unclear if priming the engine had any affect).* The mechanic also said that the carburetor float may be stuck and might reset with vibration.

After getting the airplane started, they taxied over to fuel the airplane. *(Transwestern Aviation is the FBO that fueled N5277C).* Both wing tanks and the aux tank were topped-off. After fueling, the airplane would not start again so the airplane needed a jump-start from the attendant at the fuel facility. He noted both times the airplane was started fuel was coming out of a fuel vent (*drain*) tube and would not stop after starting the motor.

During the flight, *(according to an unofficial FlightAware.com report, the flight lasted approximately one hour and twenty minutes and disappeared from radar at 17:53 PDT)*, Mr. Michelsen said that they were flying along when the variable speed propeller lost the ability to vary. He said that the hydraulic prop stopped adjusting and the engine stopped turning. He heard the CFI say that the prop is not working right and observed him making adjustments frantically and flipping on the fuel pressure switch. The engine seemed to start running. The CFI circled a little bit looking for a place to land.

Mr. Michelsen said that at about 300 to 400 feet, maybe a little less, 100 feet, the plane shifted to the left, stalled, and fell out of the sky. I asked him if the landing gear was lowered, he wasn't sure. When a wing first hit the CFI said, "What the Hell." He said that when they first hit some trees it shifted them to the left and then immediately to the right on impact. After movement stopped, he said, "Open the door." After getting out of the airplane, the CFI sat down holding his jaw and said that his flying career was over.

The conversation continued with other non-related conversation at that point. I thanked Mr. Michelsen for his time and we concluded the phone call.

Keith
Ruconich
Aviation Safe

