



## RECORD OF CONVERSATION

**Samantha Link**  
**Aviation Accident Investigator**  
**Western Pacific Region**

---

**Date: June 23, 2020**  
**Person Contacted: Steve Parkins (Pilot/Owner/Mechanic)**  
**NTSB Accident Number: WPR20LA126**

---

### **Narrative:**

During a telephone conversation with Mr. Parkins he reported the following:

The pilot reported that he only remembers 3 seconds of the entire flight. He recalls being in a sloping right turn then he felt his body being forced about.

He mentioned that he purchased the airplane as a wreck and was rebuilding it. They recently installed the fuel tanks and afterwards a storm came through. After the storm, the engine ran very poorly. After searching for a cause, he found a lot of water in the fuel system. He went through the airplane and sumped the water out of the entire system and carburetor. As he was going through the fuel system, he checked the fuel tank filler neck and realized that the screws were the incorrect size. He replaced them with the correct size, hoping that would reduce the chance of water getting into the system. He mentioned that additional storms had passed since he sumped the fuel system, therefore, he said there is a chance water was in the fuel system during the accident flight.

Mr. Parkins reported that, since it has been rebuilt, the accident airplane has flown a maximum of four times prior to the accident flight. He definitely recalls two flights prior to the accident flight, both of which were very short (30 minutes or less).

They recently posted the airplane for sale and received a perspective buyer. Mr. Parkins required the new owner to have insurance before completing the sale. The new owner waited quite some time, then finally came back to Mr. Parkins saying he had insurance and they set a close date. However, after the accident occurred, Mr. Parkins contacted the perspective buyer said he did not have insurance.

Mr. Parkins mentioned that he has never experienced carburetor ice in any airplane, even when he flew a Cessna 152 in Michigan for six years. Back then he used carburetor heat all the time, “more so out of fear than anything.” Since moving, he never uses it because he has never needed it. In fact, the Piper Archer he normally flies “doesn’t seem to like it when I use carb heat, the engine just sounds poor.”

Mr. Parkins said that he knows the passenger, Jason, through work. Jason has been taking flying lessons, but recently took about a month off because of a broken ankle. During that month, his instructor moved to a different airport and increased his rates. So Jason asked Mr. Parkins if he could fly his Piper Archer. Two days before the accident flight (Friday) they flew in the Piper Archer and Jason landed the airplane extremely hard and had overall bad landings. The day before the accident (Saturday), Jason texted Mr. Parkins saying he was appalled by the landings on Friday, and he wanted a retry. Finally, he convinced Mr. Parkins to fly with him Sunday morning. However, after the flight on Friday, Mr. Parkins grounded the Piper Archer (because one of the small cylinder screws was missing. He wanted to look for it and ensure the cylinder had adequate torque). Therefore, Jason and Mr. Parkins elected to fly the Cessna 152. Mr. Parkins recalls asking Jason to do the preflight while he gets headsets, etc from the vehicle. He returned to the airplane and they got in. Mr. Parkins asked Jason how much fuel was in the fuel tanks and Jason replied, “8 and 6”. It was not until after the accident that Mr. Parkins learned Jason went to the bathroom when he was getting items from the car. Therefore, he is unsure how much of a preflight Jason completed. In fact, in hindsight, Mr. Parkins realized that Jason has never flown a Cessna 152. So he was unsure if Jason knew how to preflight this airplane or sump the fuel tanks. The day of the accident Jason never asked or said anything about the preflight, so Mr. Parkins never thought there was an issue.

END.

Submitted by: Samantha Link