



RECORD OF CONVERSATION

All persons listed were interviewed by Zoë Keliher or as indicated.

The following is a summary of conversation:

OLIVER CUESTAS (AIRFRAME AND POWERPLANT MECHANIC WITH INSPECTION AUTHORIZATION)

Mr. Cuestas, the Shop Lead for Ace Aviation, and two airframe and powerplant mechanics worked on the annual inspection of the accident airplane. He regularly does the maintenance for Ace Aviation. As part of the annual inspection, they look for any discrepancies in the airplane and changed the tires and brake linings. He additionally changed the oil pressure switch and helps Peter. He complied with in airworthiness directive servicing the oil/air separator. They use CORRIDOR aviation maintenance software when performing inspections. He recalled that as part of the maintenance, the airplane needed a repair on the cowl from a hole near the exhaust where it had been rubbing on the shroud. He hired Tom Geiger to complete the fiberglass work and painting. After the maintenance, the airplane sat for a day with the lower cowl/ air filter off.

After the work was completed, he completed a final inspection followed by a post inspection run-up with no discrepancies noted.

TOM GEIGER (PAINT AND FIBERGLASS WORK)

Mr. Geiger stated that he occasionally does fiberglass patches and small painting fixes for Ace Aviation. He does not hold an airframe or powerplant certificate. He could not specifically recall working on the accident airplane and didn't know if he took the lower cowl to his shop to fix or did the work at the Ace Aviation facility. He stated that if he is working near an airplane, he may use something to block the air filter and it wouldn't be unusual for him to use a white plastic-coated automotive repair paint paper. He never assembles the cowl back on an airplane.

KATHLEEN IMANISHI (PUI) INTERVIEWED BY ELIOTT SIMPSON

The airplane had been undergoing an annual inspection during the two-week period leading up to the accident.

Mrs Imanishi and Mr. Guthrie arrived on the morning of the flight, but found that the company whiteboard indicated the airplane was still undergoing maintenance. They checked with the director of operations, who stated that the airplane was in fact ready, but needed to undergo a post-maintenance test flight. They offered to do the test flight as part of the instructional flight, and it included an extended preflight inspection, and a power check just prior to takeoff.

Mr. Guthrie performed most of the preflight inspection, and the power check was uneventful.

Zoë Keliher
Air Safety Investigator
Western Pacific Region

Takeoff, and the touch and go landing were uneventful, and the engine responded appropriately during subsequent initial climb. About 400 ft agl the engine abruptly lost all power. Mr. Guthrie asked her what she was doing, and she said the throttle was full forward. She then confirmed the mixture was set to rich, and the fuel selector valve was on. She confirmed the fuel boost pump was on (apparently as required under 500 ft per takeoff procedures).

After the accident, she spoke to Diane at the front desk of Pro Aviation, who told her one of the fuelers observed black smoke coming out of the airplane.

ROBERT L GUTHRIE (CFI) INTERVIEWED BY ELIOTT SIMPSON

During a telephone conversation Mr. Guthrie stated the following:

This was an instructional flight, with Mr. Guthrie providing tailwheel training for Ms. Imanishi. She typically flies a Cessna 172, and he has been providing training to her for about two years.

The airplane had just come out of its annual inspection the day prior, and this was the first flight. The Boeing Flying Association (BFA) protocol requires a test flight be performed following an annual. Mr. Guthrie volunteered to perform the test flight as part of the instructional flight. The test flight protocol provides an extended checklist, which includes additional items beyond the standard preflight and runup checks.

They performed all the checks, and no anomalies were noted.

Takeoff and climbout were nominal for the planned flight within the traffic pattern. Ms. Imanishi was flying the airplane, and positioned in the front seat. They decided to perform a touch and go. The engine responded appropriately as Ms. Imanishi made power adjustments during the approach, and the three-point landing was normal.

The engine responded immediately as Ms. Imanishi applied full throttle, and the airplane began to accelerate. Having reached an altitude of about 400 ft agl, the engine abruptly stopped producing all power. The propeller continued to rotate, but the airplane would not maintain altitude (fixed pitch propeller). They were too high to land in the field ahead, so Mr. Guthrie recommended Ms. Imanishi initiate a return to the field, and attempt to land on the Boeing Access Road, as he called the control tower. They touched down about 50 ft short of the road, and collided with a fence.

Mr. Guthrie stated that they were too low for him to check the instruments or perform trouble shooting steps, and from the back seat he did not have good visual access to the engine instruments.

MANNY CRUZ (WITNESS)

At around 10:20 in the morning while walking on the ramp in front of Ace Aviation I witnessed a single-engine piston airplane on take-off with a distinct sound of engine roughness. When I set my attention to the southbound departure at approximately 200-300 feet AGL, you could see a small trail of black smoke. As the aircraft continued in a slow climb it started a crosswind turn towards the east. Once the airplane was on an Easterly heading, the aircraft attempted to make a 180 towards the airport, (estimated ALT 300-600 feet AGL), the left-wing dipped aggressively to make a turn, I believe the pilot noticed he/she would not make the field, recovered and made a decision to not continue the 180- degree turn towards the airport. The aircraft started climbing and descending. This

up and down motion seemed to be the attempt to maintain altitude, once the airplane was established on a heading. They continued on a Northeast heading past my view and about 30 seconds you could hear the engine noise disappear.