Post-it® Fax Note 7671	Date 4/29	# of pages ▶ 15
To Geo. Peterson	From S Wilson	
Co./Dept. NTSB	Co. Cessna	
Phone # [redacted]	Phone # [redacted]	
Fax # 5666	Fax # 1816	

Item No.		No.	No.		Page No.
1.	General Information	1	9.	Weather Data	6
2.	Summary	1	10.	Airplane History	6
3.	Flight Data	2	11.	Wreckage Data	7
4.	Occupants	3	12.	Narrative	11
5.	Crew History	3	13.	Field Modifications	15
6.	Mishap Site	4	14.	Wreckage Disposition	15
7.	Mishap Data	4	15.	Investigative Participants	15
8.	Wreckage Diagram	5	16.	Attachments	16

1. GENERAL INFORMATION

Year 1976 Model 421C Serial Number 421C0138 Registration Number N3911C

Mishap Date 9/2/95 Mishap Time 1215 MST Mishap Location Phoenix, AZ

Cessna Investigator Stephen T. Wilson Engine Manufacturer Teledyne Continental

Registered Owner May Industries, Inc.
3640 West Osborne
Phoenix, AZ 85019

Operator Same as owner.

2. SUMMARY

The pilot, flying alone, was on short final approach to Runway 7R at the Deer Valley Airport in Phoenix, Arizona, when four air traffic tower controllers observed the aircraft turn left and descend into a commercial lot. Other witnesses observed the aircraft roll right and left before descending into the ground. The aircraft was destroyed and came to rest along the airport perimeter road. Fire erupted immediately. The pilot and one person on the ground were fatally injured. The temperature was 101° Fahrenheit, and density altitude was approximately 4,700 feet. The aircraft was almost entirely consumed by the post-mishap fire. Subsequent examinations of the airframe, engines, and propellers revealed no evidence of pre-mishap conditions that were attributed to the cause of the mishap. Symmetrical damage to both propellers, including chordwise scoring and substantial twisting and bending, was observed. Subsequent autopsy toxicology analysis of the pilot revealed "mild focal patchy bronchopneumonia" and "therapeutic amounts" of diphenhydramine, a chemical ingredient of common over-the-counter drugs. According to the NTSB, other drugs were detected by the Civil Aeromedical Institute in Oklahoma City, although their report was not complete at the time of this report. Alcohol was not detected.

LEGEND: UNK = Unknown N/A = Not Applicable
N/R = Not Reliable N/O = Not Obtainable
D = Destroyed

3. FLIGHT DATA

Type of Flight: Local X Cross Country

PIC/Solo Dual

Purpose: Pleasure Business

Instruction Air Taxi

Practice Other (Specify)

Flight Plan Filed? ☐ Yes ☒ No Type of Flight Plan

Departure Point Deer Valley, AZ (DVT) Date 9/2/95 Time

Destination DVT ETA ETE

Routing UNK Altitude

Weather Briefing? Prior to takeoff? ☐ Yes ☒ No ☐ Unknown Method of Briefing

After takeoff? ☐ Yes ☒ No ☐ Unknown

Last Known Refueling Location: Westwind Aviation, DVT, 6/19/95

Amount of Fuel Added 103.6 gallons Type of Fuel Added 100LL

Amount of Fuel at Takeoff UNK Estimated Amount of Fuel at Occurrence

Center of Gravity Within Limits At Takeoff ☒ Yes ☐ No Inches

At Occurrence ☒ Yes ☐ No Inches

Gross Weight Within Limit At Takeoff ☒ Yes ☐ No Pounds

At Occurrence ☒ Yes ☐ No Pounds

Baggage Number/Description of Items None observed.

Weight Arm

4. OCCUPANTS

Seat	Name	Address	Status	Age	Injury
1	Charles Gene May	[redacted] Peoria, AZ 85345	PIC	59	Fatal

5. CREW HISTORY

Name Charles Gene May Date of Birth [redacted] Seat Occupied 1
Certificate No. [redacted] Date Issued 1/26/87 Type of Medical III Date Issued 7/19/94
Limitations Corrective lenses for near and distant vision.

☐ ATP ☒ Airplane ☒ SE Land
☐ Commercial ☐ Rotorcraft ☐ SE Sea
☒ Private ☐ Glider ☒ ME Land
☐ Student ☒ Instrument ☐ ME Sea
☐ Flt Instructor ☐ Other
☐ Other ☐ Type Ratings
(See Narrative for details on 'Other' and 'Type Ratings')

Autopsy Performed? ☒ Yes ☐ No
Results? See narrative.

Toxicology Performed? ☒ Yes ☐ No
Results? See narrative.

Flight Time

Total Time	879.2	SE	112.6	ME	762.0	PIC	747.5
Actual Instrument	21.9	Dual	218	Day	852.4	Night	268
Simul. Instrument	24.5	This Model		Last 90 Days		Last Biennial	3/22/94

Source of Information ☒ Logbook ☐ FAA ☒ NTSB ☐ Other

Name Date of Birth Seat Occupied
Certificate No. Date Issued Type of Medical Date Issued
Limitations

☐ ATP ☐ Airplane ☐ SE Land
☐ Commercial ☐ Rotorcraft ☐ SE Sea
☐ Private ☐ Glider ☐ ME Land
☐ Student ☐ Instrument ☐ ME Sea
☐ Flt Instructor ☐ Other
☐ Other ☐ Type Ratings
(See Narrative for details on 'Other' and 'Type Ratings')

Autopsy Performed? ☐ Yes ☐ No
Results?

Toxicology Performed? ☐ Yes ☐ No
Results?

Flight Time

Total Time		SE		ME		PIC	
Actual Instrument		Dual		Day		Night	
Simul. Instrument		This Model		Last 90 Days		Last Biennial	

Source of Information ☐ Logbook ☐ FAA ☐ NTSB ☐ Other

6. MISHAP SITE

☐ On Airport ☒ Off Airport Elevation 1,480 ft. MSL

Latitude 33° 41' N Longitude 112° 5' W

Terrain Features

☒ Level ☐ Rolling ☐ Hilly ☐ Mountainous ☐ Wooded ☐ Plowed Field

☐ Crops ☐ Brush ☐ Swamp ☐ Desert ☐ Water ☒ City Area

☐ Other (specify) _____

Conditions of Terrain

☒ Hard ☒ Dry ☐ Soft ☐ Wet ☐ Snow Covered

☒ Other (specify) Paved commercial lot.

Light Conditions

☒ Day Remarks _____

☐ Night Remarks _____

7. MISHAP DATA

Obstacles Struck Before Principal Impact

☐ Wires ☐ Trees ☐ Brush ☐ Buildings ☒ None

☐ Other (specify) _____

Approximate Attitude at Impact

Pitch _____ Roll _____ Yaw _____

Flight Path

Magnetic Heading 360° Vertical Angle _____

8. WRECKAGE DIAGRAM

Elevation: _____
Latitude: _____
Longitude: _____
Terrain Profile: _____

The wreckage was recovered prior to the arrival of the writer.

9. WEATHER DATA

Weather at Nearest Reporting Point

Location Deer Valley ATCT Time 1217 MST

Cloud Cover Clear Visibility 30 Temperature 101°F

Dew Point 51°F Wind Direction 130° Wind Velocity 5 knots Altimeter Setting inHg

Remarks Aircraft mishap

Estimated Weather at Accident Site

Cloud Cover Visibility Temperature °F

Dew Point °F Wind Direction Wind Velocity Altimeter Setting inHg

Mishap Site Weather Data Source Same as above.

Remarks

10. AIRPLANE HISTORY

Year 1976 Model 421C Serial Number 421C0138 Registration Number N3911C

Airframe Total Time at Occurrence UNK hours Airframe Total Time at Last 100-hr Inspection hours Date

Airframe Total Time at Last Periodic Inspection UNK hours Date 12/20/94

	Manufacturer	Model	Serial Number	Total Time	Total Time Since New or Overhaul
#1 Engine	TCM	GTSIO-520-L	246013-R		
#2 Engine	TCM	GTSIO-520-L	272089-R		
#1 Propeller	McCauley	90UMB-0	763225		
#2 Propeller	McCauley	90UMB-0	763221		

#1 Propeller Blade Serial Numbers	Blade 1	K56995	Blade 2	K57064
	Blade 3	K57442	Blade 4	
#2 Propeller Blade Serial Numbers	Blade 1	K56991	Blade 2	K57458
	Blade 3	K57444 missing	Blade 4	

Source of Information ☒ Logbooks ☒ Parts ☐ Other (specify)

Flight Manual on Board? ☒ Yes ☐ No ☐ Unk Logbooks on Board? ☒ Yes ☐ No ☐ Unk

Last Pitot/Static System Check UNK

11. WRECKAGE DATA

Communication and Navigational Aids

	On	Off	Freq
COM 1	☐	☐	
COM 2	☐	☐	
DME	☐	☐	
ADF	☐	☐	
NAV 1	☐	☐	
NAV 2	☐	☐	
RNAV	☐	☐	
Loran	☐	☐	
GPS	☐	☐	
Autopilot	☐	☐	
Transponder ☐ Off ☐ Sby ☐ On ☐ Alt			

Engine Instruments

	#1 Engine	#2 Engine
Hourmeter		
Tachometer - RPM	0	0
Tachometer - Hours		
Manifold Pressure	28.5"	28.5"
Cylinder Head Temp	OSB	OSB
Oil Pressure	>0 <10	0
Oil Temperature	OSB	OSB
Fuel Pressure		
Exhaust Gas Temperature		
Turbine Inlet Temperature		
Ammeter		
Voltmeter		
Vacuum Pressure	Red	Red
Fuel Flo	OSL	OSL
Oil Temperature		
N1 Tachometer		
N2 Tachometer		

Flight Instruments

	Left	Right
Airspeed Indicator	0	0
Altimeter	?,500	
Altimeter Setting		
Directional Gyro	330°	130°
Heading Bug	185°	
Vertical Speed Indicator	+1,100	+250
Attitude Indicator (pitch)	10° Dn	Slt up
Attitude Indicator (roll)	65° L	5° L
Turn & Bank Indicator (Needle)	½std R	
Turn & Bank Indicator (Ball)	Left	
Turn Coordinator (Airplane)		
Turn Coordinator (Ball)		
Magnetic Compass		
NAV1 OBS	170°	
NAV2 OBS		
RNAV Bearing		
RNAV Distance		
Clock		

Environmental Controls

	On	Off
Cabin Heater	☐	☒
Air Conditioner	☐	☐
Cabin Vent	☒	☐

Pressurization Controls

Cabin VSI	0
Cabin Altitude	< 2,000
Differential Pressure	0
Pressurization Safety Valve	Pressurize on
Pressurization Dump Valve	

Fuel Management

	Left	Right
Fuel Quantity (Main Tanks)	25 lbs.	D
Fuel Quantity (Aux Tanks)		
Fuel Quantity Gauge Selection		
Fuel Selector Handles	D	D
Fuel Selector Valve	Off	Off

Ignition and Electrical Switches

	Left		Right	
	On	Off	On	Off
Magnetos (#1 Engine)		X		X
Magnetos (#2 Engine)	X		X	
Ignition				
Alternator/Generator	X		X	
Fuel Boost Pumps		X		X

Engine Control Positions (Engine)

	#1 Engine	#2 Engine
Throttle		
Power Lever		
Emer Power Lever		
Mixture Control		
Fuel Control Unit		
Propeller Governor		
Cowl Flaps		
Carburetor Heat		
Alternate Air		
Inertial Separator		

	On	Off
Master Switch	X	
Avionics Switch (#1)	X	
Avionics Switch (#2)		
Inverter Switch (#1)		
Inverter Switch (#2)		
Pitot Heat		X
Navigation Lights		X
Rotating Beacon (s)		
Landing Lights		X
Taxi Lights		X
Strobe Lights	X	
Instrument Lights		
Stall Heat		X

Engine Control Positions (Cockpit)

	#1 Engine	#2 Engine
Throttle	Full	Full
Power Lever		
Emer Power Lever		
Mixture Control	Full rich	Full rich
Fuel Condition Lever		
Propeller Control	High RPM	Back ½"
Cowl Flaps		
Carburetor Heat		
Alternate Air		
Primer		
Inertial Separator		

Icing Equipment

	On	Off
Surface De-Ice		X
Surface Anti-Ice		
Windshield De-Ice		
Windshield Anti-Ice		X
Propeller Anti-Ice		X
Propeller De-Ice		
Propeller Sync/Phase		
Autofeather		

Landing Gear and Flap Positions

	Up	Down
Left Main		
Right Main		
Nose Gear		
Gear Selector	N/R	
Gear Actuator		
Left Flap		
Right Flap		
Flap Indicator		30°
Flap Actuator		
Flap Selector		Btwn 0&15°

Flight Controls

	Continuity Established?
Rudder	No
Elevator	No
Ailerons	No
Flaps	No
Rudder Tab	No
Elevator Tab	No
Aileron Tab	No

	Position?
Rudder Tab	Actuator: 2.7"
Elevator Tab	Actuator: 1.7"
Aileron Tab	
Rudder Tab Indicator	D
Elevator Tab Indicator	D
Aileron Tab Indicator	D

Remarks

DRAFT COPY

Miscellaneous Information

Dual Controls Installed?	Yes
Oxygen Installed?	Yes
De-Ice Boots Installed?	Yes
Certified into known icing?	Yes

Emergency Locator Transmitter Information

ELT Installed	UNK
ELT Type	
ELT Serial Number	
ELT Battery Due Date	
ELT armed?	
ELT activated?	

Aircraft Damage Assessment

Engine #1	Destroyed
Engine #2	Destroyed
Propeller #1	Destroyed
Propeller #2	Destroyed
Fuselage	Destroyed
Wing Center Section	Destroyed
Tailcone	Destroyed
Left Wing	Destroyed
Right Wing	Destroyed
Left Flap	Destroyed
Right Flap	Destroyed
Left Aileron	Destroyed
Right Aileron	Destroyed
Left Horizontal Stabilizer	Destroyed
Right Horizontal Stabilizer	Destroyed
Left Elevator	Destroyed
Right Elevator	Destroyed
Vertical Stabilizer	Destroyed
Rudder	Destroyed
Aileron Tab	Destroyed
Rudder Tab	Destroyed
Elevator Tab	Destroyed
Left Main Gear	Destroyed
Right Main Gear	Destroyed
Nose/Tail Wheel	Destroyed

Seats

Seat #	Seat Feet Intact? Yes	Seat Feet Intact? No	Seat Back Intact? Yes	Seat Back Intact? No	Seat Base Intact? Yes	Seat Base Intact? No	Seat Rail Intact? Yes	Seat Rail Intact? No
1	☐	☐	☐	☒	☐	☒	☐	☐
	☐	☐	☐	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐	☐	☐	☐

Lap Belts

Seat #	Used? Yes	Used? No	Used? Unk	Intact? Yes	Intact? No
1	☐	☐	☒	☐	☒
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

Shoulder Harnesses

Seat #	Used? Yes	Used? No	Used? Unk	Intact? Yes	Intact? No	Installed? Yes	Installed? No	Installed? Unk
1	☐	☒	☐	☐	☒	☒	☐	☐
	☐	☐	☐	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐	☐	☐	☐

DRAFT COPY

Aircraft and Occupant Configuration

Seat #	Occupied? Yes	Occupied? No	Seat Orientation? Fwd	Seat Orientation? Aft	Seat Orientation? Side	Comments
1	☒	☐	☒	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	

Note: Further descriptions of the seats, lapbelts, and shoulder harnesses may be found in 12. Narrative under **Seats/Restraint Systems/Cabin Environment**

12. NARRATIVE

HISTORY OF FLIGHT

The pilot, owner of May Industries, was flying alone during day VFR conditions. According to NTSB Investigator, George Petterson, the pilot's wife knew her husband was at the Deer Valley Airport in north Phoenix, Arizona, cleaning their company owned aircraft, but she did not know he was going to fly. The pilot contacted the Deer Valley Air Traffic Control Tower and reported 15 miles northwest of the airport inbound for landing. The pilot was instructed to enter a left base for Runway 7R. The tower controller observed the aircraft turn onto final approach approximately one mile out. After the aircraft was established on final, four air traffic controllers observed the aircraft turn left and descend into a commercial lot. Other witnesses observed the aircraft roll right and left before descending into the ground. The aircraft was destroyed and came to rest beneath utility lines along the airport perimeter road, North 19th Avenue. Fire erupted immediately. Temperature was 101° F. Density altitude was approximately 4,700 feet.

INJURIES TO PERSONS

32 year-old, Robert Glen Jones, [redacted] Phoenix, AZ, [redacted] was closing a gate at the close of business at the commercial lot when the mishap occurred. Witnesses observed Mr. Jones being involved by the fire and rushed to his assistance. The Phoenix Police Department report indicated Mr. Jones received burns on 92% of his body. He was taken to Maricopa County Medical Center in critical condition. According to insurance adjuster, Bob McMullin, Mr. Jones succumbed to his injury the next morning when life support was removed. Mr. McMullin also advised that Mr. Jones was a superintendent for his father's business, C.S. Construction.

The pilot was fatally injured. The Maricopa County Medical Examiner's autopsy report reads, "Autopsy revealed extensive thermal burns and evidence of smoke inhalation with soot in the airway. The heart was enlarged and microscopic study of the heart showed old fibrosis. Microscopic sections of the lungs showed mild focal patchy bronchopneumonia as well as soot inhalation. Carbon monoxide level was 8%, which was too low for carbon monoxide toxicity." The report listed the cause of death as smoke inhalation and thermal burns. Maricopa County toxicology detected "therapeutic amounts" of diphenhydramine, a chemical ingredient of drugs such as Bufferin, Excedrin P.M., Benadryl, Tylenol PM, and Unisom. According to NTSB Investigator Petterson, other drugs were detected by the Civil Aeromedical Institute in Oklahoma City, although their report was not complete at the time of this report. Alcohol was not detected.

INVESTIGATION

The writer traveled to Phoenix on the evening the mishap occurred. Before his arrival the aircraft was recovered from the site and taken to Air Transport, a Phoenix aircraft salvage company, at the direction of NTSB Investigator Petterson. Per Mr. Petterson's instruction, the writer met FAA Inspector Larry Jones and AlliedSignal Engineer Mike Cummings at the Air Transport facility the following morning for a post-salvage examination of the wreckage. Murle Williams, of Air Transport, assisted. Following the examination at Air Salvage, the writer drove to the mishap site and took photographs.

Damage to Aircraft: The entire aircraft was thermally destroyed, although the cockpit area remained generally intact for the purpose of examination. Switch positions on the electrical console were examined after debris was carefully removed. The annunciator panel and landing gear position lights were removed for NTSB examination. Cabin structure aft of the wing area was not present except for the cabin door and adjacent door structure. The outboard section of the left wing stub was not present. The inboard section of the wing stub was swept aft and detached at the forward attach

point. The right wing stub remained attached to the fuselage. Attached to the right wing stub were the following: a portion of the right engine nacelle, the air conditioner hydraulic pump, the landing gear hydraulic pump, the right turbo system, the a fuel pump, a portion of the right induction system, and the right fuel metering valve. A lower outboard section of the left wing including the wing tip was present. The left aileron was present, and exhibited comparatively less thermal damage. Other major sections of the wings were not found. The tailcone was not present. Only the most inboard sections of the empennage remained.

Landing Gear and Flaps: All three landing gear were detached from the aircraft structure. Both lower main landing gear struts were detached from the upper trunions. The left main wheel assembly and lower strut were not thermally damaged. The left main gear door was present. The nose wheel assembly appeared to have burned from the strut. The nose strut drag link remained attached to the upper trunion and was bent, forming an acute angle. Neither flap was present, nor the adjacent wing structure. The flap actuator was present but detached from airframe structure. Neither flap chain was engaged in the actuator cogs.

Left Engine and Propeller: The left engine exhibited thermal damage and sooting throughout. The accessories remained attached, except the propeller governor was detached from the left forward side. Both magnetos were thermally destroyed. All ignition leads appeared in place except one left lead was cut. The outboard side of the oil cooler was melted away. The exhaust risers on the right side appeared intact. The left exhaust risers were crushed upward. The induction system was burned away. The propeller hub remained attached to the engine with two propeller blades (K57442 and K56995) in place, but loose. The pitch change links were detached from the blades. The outboard half span of blade K57442 was melted away. It exhibited diagonal scoring and no leading edge damage in the inboard section. It was bent aft in the root section and forward in the most outboard section. Blade number K56995 was curled aft about 180° in the outboard section. It exhibited some leading edge damage and chordwise scoring which was greatest within 4 inches of the tip. Blade number K57064 was detached from the hub and exhibited very similar deformation to two of the right propeller blades, except it was sooted and burned in appearance. See description of the right propeller, below.

Right Engine and Propeller: Like the left engine, the right engine exhibited thermal damage and sooting throughout. The alternator, starter, vacuum pump, propeller governor, and magnetos remained attached. The hydraulic pumps were detached. As previously reported, the hydraulic pumps remained attached to the right wing stub. The ignition leads appeared in place. The induction manifold was in place. The right induction tubes were melted away. The left tubes were intact, but detached from the manifold. The right side exhaust risers were crushed upward. The left side exhaust risers were intact. The propeller hub was broken from the engine, except the aft wall of the hub remained bolted to the crankshaft flange. Two of the right propeller blades (K57458 and K57444) were present and detached from the hub. The third right blade was missing. As mentioned above, the two right blades and the detached left blade were very similar in appearance. They were each curled aft and twisted (toward low pitch). Each blade exhibited heavy chordwise scoring in the outboard third span on the cambered surface. Blade K57458 exhibited no fire damage. Blade K57444 was sooted.

Seats and Seat Belts: The left front seat remained attached to the cabin floor. It was partially burned. The lap belt was unclasped. The male fitting was evenly sooted. The female lap belt fitting left a burn shadow on the seat cushion. See photograph 3-AIDN-1. The shoulder harness was not attached to the lap belt fitting.

SUBSEQUENT EXAMINATIONS

On October 5, 1995, both engines were disassembled and examined at the Teledyne Continental Motors (TCM) Analytical facility in Mobile, Alabama, under the supervision of NTSB investigator Tom Wilcox. TCM's inspection reports are included as Attachment 8 to this report. It should be noted that the engines were mismarked as received. Throughout the TCM reports, the left engine as-written

should be right, and the right engine as-written should be left. In summary, no evidence of discrepancy was noted with either engine that was attributed to the cause of the mishap.

At the direction of NTSB Investigator Petterson, the turbocharger system was examined on October 17, 1995, at the AlliedSignal Aerospace Equipment Facility in Torrance, California. AlliedSignal Engineer Mike Cummings reported, "no pre-existing were found that would prevent normal operation." According to Mr. Cummings, rub marks were present in both turbochargers which evidenced rotation at the moment of the mishap.

On October 24, 1995, the writer met NTSB Investigator Tom Wilcox; FAA Inspectors Bruce Smith and John Sills; Allied Signal Investigator Mike Cummings; and McCauley Engineers Tom Knopp and Wayne Edmonds for a propeller examination at Air Transport in Phoenix. By examining deformation to the butt-end of the propeller blades, Mr. Knopp determined that the right propeller was in an operating position, but he was not able to determine the blade angle. According to Mr. Knopp, the left propeller was in a low pitch operating position indicated by damage to the butt-end of blade K56995. A copy of Mr. Knopp's report to NTSB Investigator Petterson is included as Attachment 7 of this report. In the conclusion section of the report, Mr. Knopp stated, "...All propeller damage was of the type associated with impact forces, with gross deflections, was of sudden failure type, and there were no indications of any type of fatigue failure. ...Blade bending and overall propeller damage was of the type and extent indicative of power at impact, with blade bending damage similar for each propeller indicating symmetrical power."

According to NTSB Investigator Petterson, no information was obtained from the NTSB examination of annunciator panel and landing gear position lights.

CREW INFORMATION

The pilot's logbook indicated he completed a biennial flight review on March 22, 1994, which included 1.5 hours of flight. In February, 1995, the pilot logged three flights with instructor Harry Oliphant. Investigator Petterson talked with Mr. Oliphant who reported the pilot was "behind the aircraft." In addition to seven flights logged in 1995, the pilot's wife advised Mr. Petterson of one flight to Bullhead City on June 10, 1995. Flight times listed on Page 3 of this report were taken from the pilot's logbook. It was noted that columns of total day flight plus total night flight did not equal total "duration of flight." According to Mr. Petterson the pilot began flying on November 10, 1981, and started his multi-engine flying on August 9, 1982. Copies of the last page of the pilot's logbook and a copy of his medical certificate application were provided by Mr. Petterson. They are included as Attachment 3 of this report.

AIRCRAFT INFORMATION

A copy of invoices pertaining to the aircraft were provided by Mr. Petterson, and are included as Attachment 4 of this report. The last annual inspection was performed by Alberto Marin, an employee of Sawyer Aviation, on his own time. According to Mr. Petterson, Mr. Marin worked "out of his car." Mr. Marin billed May Industries for 69 hours labor which included the following in addition to the inspection: both oil and air filters were changed, the left main wheel was replaced, the right and nose gear uplock actuators were resealed, the left landing light motor and gears were replaced, and the fuel inlet valves in both wings were replaced. A copy of Mr. Marin's written statement is included in Attachment 4 of this report. The pilot logged 17.3 hours in addition to the one known unlogged trip to Bullhead City since the date of the annual inspection.

The following notes were taken from the burned remains of the aircraft logbooks during the propeller examination on October 24, 1995:

- Tag - Knisley Welding Inc., Repair station number NJ3R712L, 3450 Swetzer Rd., Loomis, CA, 95650, 916-652-5891.
- 1986 logbook entry, Time 539.3.