



MEMORANDUM OF CONVERSATION

Investigator Name
Air Safety Investigator
Eastern Region

Date: October 9, 2015
Person Contacted: Eddie Johnson (Johnson Aeronautical)
NTSB Accident Number: ERA51FA378

Narrative:

Been working on the airplane since March 2015

Have over 30 years of experience.

It came in for an annual but needed much more work. It took a long time because the parts turnaround from Piper was a long time. Pushrods were the wrong size so they had to send them back.

We never changed the fuel pumps. The engine and fuselage was good.

Cleaned out all of the oil lines.

Flushed all of the gas. Flushed everything.

Changed two (2) cylinders on right engine and the right mixture had to be adjusted because it was too rich.

Will send email with specific work that was accomplished.



MEMORANDUM OF CONVERSATION

Investigator Name
Air Safety Investigator
Eastern Region

Date: October 1, 2015
Person Contacted: Jason Reynolds (Previous Owner)
NTSB Accident Number: ERA51FA378

Narrative:

Sold the airplane to Sowards Aircraft Leasing. He (Sowards) owns a leasing company and a flight school.

Airplane was in for an annual and some other work. Thought they replaced the fuel lines and a couple of cylinders.

Was there to hand over the airplane, documentation, paperwork and give the pilot, Mr. Barath ground instruction and some familiarization of the aircraft performance.

Sat with the pilot was about an hour going over performance, speeds, systems. Went through the aircraft manual. It was a nice conversation and the pilot seemed very confident.

When we got to the single engine out procedures and speeds, the pilot kept saying 90 knots and had to be reminded that it was 90 miles per hour. Informed him that if you lose an engine, you have got to keep your speed up.

After the ground school, we walked out to the airplane and offered to go flying with him for some additional instruction and general familiarization. He asked about the airport frequencies then said "I'm good" I asked him again and he said no, and that he would be doing some touch and go's and waved me off.

Watched him spend some time in the airplane before he took off. Think he did 1 touch and go. Did not see the accident.



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Investigator Name
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Date: October 1, 2015
Person Contacted: David Sowards (Sowards A/C Leasing)
NTSB Accident Number: ERA51FA378

Narrative:

Just purchased the airplane from Jason Reynolds.

It had undergone a lot of maintenance and been there for at least six months.

There was a problem last week, where the airplane was not making power according to the owner at Johnson Aeronautical; Maximum power was 1600 RPM.

In addition to this maintenance, there was an issue with the left engine not making full power when they powered it up last week. It was attributed to possible fuel contamination or water in the tanks due to extended downtime.

They also replaced the left engine fuel pump because it was cavitating.

Dispatched Marshall to pick up the airplane, do the transfer of ownership and fly it back to southern California. Was unsure if he was going to use the plane at the flight school or personal; it was too soon to tell.



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Investigator Name
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Date: October 1, 2015
Person Contacted: Harold Perez (Mechanic)
NTSB Accident Number: ERA51FA378

Narrative:

Primarily responsible for working on the landing gear. Installed new bungee cords.

Assisted in replacement of the right engine cylinders. Compression was a little low on the right engine, so they replaced 2 of the outboard cylinders and that resolved the compression issue

The airplane was here for a long time, at least 8 months.



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Investigator Name
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Date: October 1, 2015
Person Contacted: James Bull (Mechanic)
NTSB Accident Number: ERA51FA378

Narrative:

When the airplane arrived, it was not in very good shape. He could not believe that the previous owner flew it into PIE in the condition it was in.

The airplane was here for a long time, at least 6 months. Does not remember why it took so long except that it needed lots of work and they had some difficulty getting parts.

Once they started working on the aircraft and troubleshot the issues, the engines ran strong. Before they fixed it, they could not keep one engine running. It would not maintain RPM and it would stop a "bunch of times" Does not remember which engine had the issues.

The issue was resolved.