



RECORD OF CONVERSATION

Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: April 2, 2012
Person Contacted: Ike Gray, FAA/FSDO, Orlando, FL
NTSB Accident Number: ERA12LA261

Narrative:

During a telephone conversation, Mr. Gray stated that he visited a repair station today to obtain aircraft records. He spoke with Bill Turley at Aircraft Engineering Inc. in Winter Haven, FL. On the day of the accident, some work was performed on the airplane's gascolator seal and the starter motor. Mr. Turley stated that the airplane arrived with the fuel selector positioned to the right main fuel tank. During three maintenance run-ups and the return flight, the left main fuel tank was utilized and little fuel remained in the left main fuel tank.

At the accident site, Mr. Gray noted that the airplane was resting on its right side and fuel was leaking from the right wing. The fuel selector was found positioned to the right main fuel tank. No fuel remained in the left main fuel tank. The airplane had landed in a soft field. During the landing, the nosegear and right main landing gear collapsed. The fuselage, prop, horizontal stabilizer and right wing sustained damage.

There were seven people on board at the time. All were not injured and refused medical treatment, with the exception of the pilot who went to the hospital to get checked and was released that night.



RECORD OF CONVERSATION

Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: April 3, 2012
Person Contacted: Theron Dunn, Pilot
NTSB Accident Number: ERA12LA261

Narrative:

During a telephone conversation, Mr. Dunn stated that earlier in the day, maintenance was performed on the airplane. Specifically, the gascolator seal was replaced and the starter motor was replaced. Mr. Dunn flew the airplane from BOW to X25 uneventfully. He shut down and checked the tanks with a stick for fuel. The right tank had 2.5 inches of fuel, which equated to 9 or 10 gallons. Mr. Dunn did not stick the left tank as he usually did not use that tank; however, he usually kept 9 or 10 gallons in that tank as reserve.

During climb from runway 18, about 800 feet mean sea level, Mr. Dunn noted that the cylinder head temperature for all cylinders was indicating red and the engine lost rpm. Mr. Dunn activated "both switches" for the fuel pump and initiated a turn back toward the airport. The mixture lever and throttle lever were already full-forward, so Mr. Dunn did not move them. During the turn, Mr. Dunn moved the fuel selector from right main tank, to left main tank, with no success in restarting the engine. The rpm indicated below idle, with the exception of a momentary jump to 1,500 rpm, then back to idle. He then moved the fuel selector back to the right main fuel tank and looked for a field to land.

During the landing, Mr. Dunn hit his head and was a little dazed afterward; however, there were no injuries in the accident.