



MEMORANDUM FOR RECORD

Investigator: Brian C. Rayner
Senior Air Safety Investigator
Eastern Region

Date: January 21, 2017
Reference: James R. Melton – Pilot
NTSB Accident Number: ERA16LA252 Bartow, FL

Mr. Melton was the pilot of the accident airplane. During an email exchange with an FAA inspector, he provided a narrative history and answered questions. That exchange was extracted from an email chain and provided below. According to Mr. Melton:

Departed KBOW around 0845 local time on 07/11/2016 for a VFR photo flight, planning to return to KBOW. Pre-flight inspection and aircraft run-up were normal; no water or other contaminants in fuel; visual inspection revealed all fuel tanks were full; oil levels were 10-11 quarts in each engine. Fueling had last been completed on 07/08/2016 and there was no other intervening flight.

Take-off and climb to 13,500' MSL were normal. Cruise was normal with power settings of 27" MP and 2200 RPM. Flight following was through Miami Center.

About 2 hours into the flight I started a descent and return to KBOW. Descent was normal at about 1000-1500 FPM, with power settings of 20-22" MP and 2200 RPM. Flight following was terminated and I contacted Bartow Tower east of the airport and at about 7000' MSL. I negotiated to continue descending and circling the airspace. I made one "lap" around the outer edge of the airspace to enter the left traffic pattern for runway 9L. Reaching mid-field I reported my position, as requested, and received landing clearance. At this time I extended approach flaps and landing gear; power settings were 20" MP and 2200 RPM; airspeed about 120 KIAS; altitude about 1400' MSL and descending about 500 FPM. I made a turn to base, and as I rolled out of that moved the prop levers to a higher RPM. As I did, the right engine lost power, so began to return the prop levers to their previous position and checked the fuel gauges. Fuel gauges indicated available fuel. There was no improvement to the power on the right engine, so I moved engine controls for both engines to their maximum, full forward position (open throttle, maximum rpm, rich mixture) and turned toward the runway threshold. At this time I recognized

that there was also no power from the left engine. I realized I would not make the airport and began navigating to a suitable landing area. As I continued toward that area, I made a "mayday" call. There was no stall or spin, but I don't remember the impact. My first memory after impact was kneeling in the co-pilot seat, facing the rear of the aircraft. -- James R. Melton, 07/31/2016

- 3) You mentioned all fuel tanks for this aircraft had been "topped off" on Friday 7/8/16, the aircraft hadn't been flown since then, and the incident yesterday occurred approximately two hours into the flight while on approach to land. You stated you had descending from 7000' by spiraling down, had put the gear down and approach flaps were extended. You mentioned your altitude was 1300-1400' at the time. Please describe in as much detail as you can exactly what happened after you pushed the props. (RPM) forward as you mentioned yesterday. Airspeeds, altitude, exact sequence of events, did the aircraft stall and/or spin, etc.

What we really care about is determining what when wrong in the hope we can prevent this from happening in the future.

As mentioned in the above statement, I wouldn't characterize my descent from 7000' as a spiral, but more a descending turn, as the radius of the turn was several miles and there was no steep bank employed

- 4) Recent airframe, power plant, and propeller logs for N100CP; need to see most recent inspections, etc. Since this could have resulted from a propeller issue, need info on the propellers, etc. manufacturer, part #'s, etc.

Provided by others, I believe.

- 5) Most recent logbook endorsement from the CFI/DPE that did your last Flight Review or Checkride.

Provided as separate attachment.