



MEMORANDUM OF CONVERSATION & RECORD ¹

**Aaron McCarter
Air Safety Investigator
NTSB-Eastern Region
NTSB Accident Number: ERA16FA288**

**Date: August 20, 2018
Person Contacted: Darrell Shrader-Fueler (Shelbyville, IN)**

Narrative:

Noticed the airplane fly in and land. It was occupied by one (1) individual, Mr. Ross, the pilot/owner. He was the only one on the airplane.

Shortly after landing, the FBO received a fuel order and he (Mr. Schrader) was responsible for fueling up the airplane. The order was for topping off the main tanks.

Noticed five (5) five people waiting for the airplane. It looked like 4 passengers and one pilot. The other pilot's name was Mr. Hamerstadt.

He had just completed filling up the left tank and was walking over to the right tank when Mr. Hamerstadt told him to not top the right tank off, but to leave it down one inch from the top.

As he was fueling up the right tank, he overheard the pilots discussing the auxiliary tanks. Mr. Ross said he had 15 gallons in each of the aux tanks. They did not ask to fuel up the aux tanks.

He put in a total of 40.3 gallons between the two tanks and Mr. Ross signed for the fuel.

The pilot and additional passengers who were waiting all got on board. Each of the seats was occupied.

WELCOME

SHELBYVILLE AVIATION
 [REDACTED]
 SHELBYVILLE, IN 46176

DEALER#: 1300054377A
 8/12/16 9:18:50 AM

Description	Qty	Price	Amount
Truck # 0 - FULL			
AVGAS	40.3g	3.750	151.53
STATE TAX			4.03
AFET			7.82
Sub Total			163.38
Total			\$163.38

SALE

VISA 5 Acct: 2392 \$163.38

AUTH: A-195777
 Batch #: 81 Seq: 3271
 INVOICE: 091858

Mr. Ross
 [REDACTED]

Print Time: 09:19:36

THANK YOU
 PLEASE VISIT US AGAIN SOON

[REDACTED]

¹ Fuel receipt for accident flight.

It took the pilots about 10-15 minutes to get the airplane to start. The engines would not turn over. Appeared that they asked for help from another pilot observer near by for guidance. A few minutes later they got the airplane started then took off.



MEMORANDUM OF RECORD

Michael Sapanara
FAA-Aviation Safety Inspector
Richmond FSDO
NTSB Accident Number: ERA16FA288

Date: August 13, 2016
Witness- Kurt Oertle-Lineman at Airport
Narrative #1

Was standing at fuel farm pumping fuel.

Saw the airplane on approach to runway 24, the airplane landed long, touchdown was past the grass strip (Runway 15).

Aircraft bounced 3 times and then attempted go-around. Could not hear any engine noise due to fuel farm pump running.

No dispatch at desk. No radio traffic with FBO

End.

Date: August 13, 2016
Witness- Patty Bibber- Dispatcher for FBO at EZF
Narrative #2

Was standing near fuel farm.

She stated she heard tires screech, and noticed aircraft landed long and bounced a few times.

Heard engines power up and go around attempted. Stated both props were turning.

End.

Date: August 13, 2016
Witness- Bob Ross- Clear Sky Aviation
Narrative #3

Works for Clear Sky Aviation doing work at hangar.

Went to FBO café for lunch.

Was done with lunch around 12:30, walking back to truck, which was park by fence at FBO. Noticed twin Beech coming in on approach fast and high. Bob stated the aircraft was about 200' above threshold with full power.

Got into truck and drove back to hangar. Got out of truck and that's when he saw smoke at end of runway. Did not see the aircraft land.

End.



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Date: August 15, 2018
Person Contacted: Larry Anderson- Witness on airport in Shelbyville, IN (GZE)

Narrative:

Pilot Larry Anderson (He) was taxiing and had just taxied up to the pumps for 5 gallons of fuel.

The engine of the Baron (accident airplane) was cranking and cranking, but not turning over for about 5 to 10 minutes.

The pilot sitting in the right seat opened the doors and asked me if I had any ideas on why they couldn't start it. This engine can be difficult to start hot. They had only been on the ground for about 20 minutes.

He thought it was odd that these pilots didn't know how to start the engine. He informed the pilots of the steps to start the hot engines. He mentioned the boost pumps, and the left seat pilot said "Boost Pumps On? And he answered back "yes."

They started the engines and they taxied out for departure.

He didn't notice any baggage.

He didn't see the airplane rotation but noticed the airplane porposing down the runway as it got to midfield before taking off.