



**National Transportation
Safety Board**

Memorandum For The Record

DATE: October 2016

FROM: Jeff Edwards, Lancair Owners and Builders Organization and NTSB Party Member

SUBJECT: Interview Accident Pilot's Certified Flight Instructor

A telephone interview was conducted with the accident pilot's certificated flight instructor (CFI), Mr. J.C. Peterson with Elite Pilot Services, of Redmond, Oregon. The following is a summary of the interview:

- Mr. Peterson holds a CFI and A&P certificate.
- Mr. Peterson stated that he gave the accident pilot his initial transition training.
- Mr. Peterson stated the aircraft was built at RDD in Redmond, Oregon. RDD did the Phase I flight testing. Mr. Peterson stated that during training with Mr. Siegel the aircraft had two engine rollbacks where the engine was unresponsive with power lever application. In those two cases, Mr. Peterson made a power off landing to the airport. The aircraft then went to Flightcraft in Portland for engine repairs that took quite a while.
- Mr. Peterson stated that after the engine was repaired by Flightcraft, Mr. Siegel came back to Redmond to complete his training. He finished that training in three days on April 14, 2015 as documented by a training certificate. The training included checklist procedures for the subject aircraft including engine out procedures.
- Mr. Peterson noted that during training, Mr. Siegel did not sump the fuel before every flight. Mr. Peterson said that he told students that the engine can tolerate some water. Pratt & Whitney Service Bulletin 1244R21 Turboprop Engine Fuels and Additives - Requirements And Approved Listing states, "Fuel shall consist solely of hydrocarbon compounds except as otherwise specified herein. It shall be free from water, sediment, and suspended matter, and shall be suitable for use in aircraft turbine engines."
- Mr. Peterson instructed the accident pilot on engine out procedures both occurring in the pattern, close to an airport and 5-10 miles from an airport. Mr. Peterson demonstrated and the accident pilot practiced feathering and unfeathering the propeller. Engine out demonstrations were performed with the power set to zero thrust to simulate a feathered propeller. The effects of flaps and gear were also demonstrated and practiced to show how they affected glide performance.

- Mr. Peterson stated that the procedure for loss of power inflight was:
 - Power lever- idle
 - Propeller – feather
 - Navigation – select “nearest” on G900X and turn to that heading
 - Attain best glide speed of 110 KIAS—pitch to maintain altitude while airspeed decreases to 110 KIAS
 - Use autopilot as necessary to reduce pilot workload. (autopilot will maintain airspeed selected and GPSS steering will fly direct to GPS waypoint)
 - If arriving over airport or chosen landing site, spiral down and enter high key and low key for energy management engine out landing.

- Pilot notes found in the cockpit show a diagram of a spiral engine out landing over an airfield with a 3000 foot AGL high key altitude and 1600 foot AGL low key altitude depicted.

- Mr. Peterson stated that Mr. Siegel completed a refresher training course in October 18, 2015 at the annual Evolution/ EPS training weekend in Charleston, SC. Mr. Siegel was scheduled to attend the October 2016 training event when the accident occurred.

- Mr. Peterson indicated the procedure for fuel management was to start the aircraft on the left fuel tank and assure good fuel flow from the left tank then switch to the right fuel tank before takeoff. Takeoff and climb were to be performed on the right tank then when 15 gallons has been used from the right tank, the procedure was to turn on the auxiliary tank transfer pump and pump fuel from the auxiliary tank to the right tank. Fuel transferred will slowly outpace fuel burned but will not overflow the right tank by the time all fuel in the auxiliary tank is transferred. The auxiliary tank transfer rocker switch was found “off”.

- The fuel selector is a three position fuel selector and is located on the forward face of shear web between the pilot and copilot seats. The positions are left, right and off. The off position can only be selected by pulling a spring loaded pin then moving the valve to off. The fuel selector valve was found in the left fuel tank position.