



RECORD OF CONVERSATION

Edward Malinowski
Aviation Accident Investigator
Central Region

Date: December 6, 2011
Person Contacted: Andrew Wolf
NTSB Accident Number: CEN12FA086

Narrative:

During a telephone conversation, Mr. Wolf related what he recalled. The flight from PBI to PWK started out normal. He had no questions of the pilot. About the bottom of Lake Michigan the pilot flipped back to the auxiliary tanks to use up all the fuel in the aux tanks. The last quarter of the main tanks was consumed pretty fast as it appeared on the gauges. The right fuel flow warning light came on north of PWK. Mr. Wolf learned the fuel system the day before the accident flight. The pilot selected the crossfeed valve to its ON position. The fuel warning light went out. The pilot asked for direct the outer marker and air traffic control indicated unable. The fuel light came on again and the pilot declared an emergency. Mr. Wolf had no idea of the amount of fuel that remained in the fuel tanks. The right engine started to shutter. The flight was cleared direct. The cloud tops were at 3,000 feet. The airplane was turned left. Both engines died on that west heading. The airplane coasted. The pilot feathered the engines. The pilot asked Mr. Wolf for the airplane's best glide speed. The airplane was in clouds during the descent and popped out about 1,400 feet. There was about 700 feet of altitude left. Mr. Wolf made some radio calls. The airplane turned to a southbound heading. The flight was asked if they had the airport in sight and they replied NO. Mr. Wolf advise the pilot of suitable landing sites but the flight was unable to get to them. The landing gear was up. Flaps were up. The pilot moved the mixture to idle/cutoff and feathered the engines' propellers. He pointed out a dark spot to the pilot and the pilot turned to it. The airplane scraped the tops of trees. The first tree impacted the pilot's side and it came through the window. Both the pilot and Mr. Wolf were on the flight controls. The controls then went limp. Mr. Wolf indicated that he tried to keep the airplane away from the houses. Both of his yoke handles broke off. A nearby neighbor found him in the wreckage and asked him if he was ok. The flight medic went to a local house to ask for assistance. The medic heard someone at the airplane and returned to it. Mr. Wolf indicated that it was about a half hour before he was placed in an ambulance. He was not covered with a blanket on-scene. The pilot set his power settings from a card that was kept in his window's

visor. The pilot used those recommended settings. The engines operated ok while they were running. The right engine was new. The right engine was hung on the airplane about 2.5 weeks prior to the accident. The right engine's gauges (CHT, oil temp, oil pressure) were not accurate during the flight. The pilot bumped up the mixture on the right engine about one gph due to its break-in. Mr. Wolf indicated that the pilot acted abnormally sporadic and weird in Florida. The pilot flight planned the route by himself and Mr. Wolf did not find out the fuel stop until the flight started. The pilot used FlightPlan.com for the flight plan. Mr. Wolf had an I-Pad with moving charts that he used for situational awareness. The I-Pad was not turned on during the accident flight. The GPS unit in the airplane had a weather uplink.