



NTSB RECORD OF CONVERSATION

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Date: 11/30/2018
Person Contacted: John Clune (Pilot in Command)
NTSB Accident Number: ERA19LA057

Narrative:

The following is a summary of what Mr. John Clune (Pilot in Command) reported via telephone to the NTSB investigator-in-charge regarding the accident:

- He is the owner of the airplane and holds a private pilot certificate with instrument airplane privileges.
- The annual was completed about 35–40 hours ago. The airframe parachute was replaced during this inspection, and a couple of engine cylinders were replaced, to his understanding.
- The engine was modified in 2008 with a Turbocharger (Tornado Alley).
- The accident flight departed Johnson County Executive Airport (OJC), Olathe, Kansas, about 3:10PM local central standard time and the destination was Dekalb-Peachtree Airport (PDK), Atlanta, Georgia.
- During the descent which started at 17,500 ft mean sea level, about 20 miles from the destination airport, he felt the engine “jolt” around 7,000 ft. He subsequently received a low oil pressure warning message and observed the gauge in the red range. Prior to this moment, the oil pressure was “in the green” and normal throughout the flight. He scanned the other engine instruments and did not see anything abnormal. Throughout the flight all engine parameters were normal up until this point.
- He did not observe oil spray over the windscreen.
- The vertical descent rate was about 500 feet per minute.
- He reduced the throttle after the engine jolt and notified the air traffic control tower at McCollum Airport (RYY) that he planned to divert to their airport.
- With the “power all the way back,” there was another large “jolt” from the engine. This time, he observed sparks originate from the front of the airplane. He believed he was on a base leg for runway 27 for RYY when this jolt occurred.



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- He then observed for a second time, sparks originate from the engine area, and shortly thereafter loss all engine power. He believed he was about 2,000 ft. He did not have a “clear landing spot” and subsequently “pulled the parachute.” He recalled that he was about 1,500 ft – 2,000 ft when the airframe parachute was activated. He reported that the attitude of the airplane initially went “nose down” before leveling off. He could not recall if the airplane ever leveled off, before impacting trees and terrain.
- He and the passenger were not seriously injured.