



## RECORD OF CONVERSATION

**Investigator Name Jose Obregon  
Air Safety Investigator  
Eastern Region**

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**Date: October 9, 2011, 1830-1910 EDT  
Person: Larry W. Bioven, Pilot  
NTSB Accident Number: ERA12FA017**

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**Narrative: Note: Interview was conducted in the hospital, present – Brooks County Sheriff Mike Dewey and NTSB FAA Coordinator – James R. Massey**

Pilot Statement: He and the passenger departed from 37FL at about 830 am Saturday for the Thomasville fly-in. The flight was unremarkable to Thomasville. He checked the weather and noted the unfavorable condition where going to develop and decision to depart early. The planned return flight to 37FL departed Thomasville about 1300. He stated that the departure from Thomasville was unremarkable with a normal rate of climb; somewhere 300-400 feet per minutes because of the onboard weight. About 20 to 30 minutes into the flight he noted the engine oil temperature was rising. It was increasing above the normal operating temperature that he was accustomed to. Once the engine temperature past the 200 degree point, he checked with the onboard GPS for the nearest airport to land; a direct to Monticello (15 miles away for their present location) was displayed, he started to reduce power. He noted the engine oil temperature got to 240 degrees. He recalls telling, at same point, his passenger that they may have to do a force landing. When they were about 4 miles away from Monticello, the engine started knocking and increased in intensity until it “Blew Up” a white cloud of smoke come out of the engine cowling area and into the cockpit area. He recalls saying to the passenger that they will have to do a “force landing”. He switched the magnetos off and turned the cockpit fuel selector valve to the off position. The engine stopped producing power. He was initially cruising at 1500 feet agl. He was about at a 1000 feet agl when the engine “blew up”. He lost altitude due to the power reduction, which he was reducing to keep the engine from overheating. He lined up to an open field that he saw below. He had too much energy to land on the remaining surface and he elected to fly/crash in between 2 trees at the edge of the forest, in the hope to reduce speed and energy before impact into forest; believing the fuselage section would stop as the wings would be separated.

After sometime after the impact, he wake up called out to his passenger, and checked for signs of life. He did not see any blood and believed the passenger was knocked unconscious. He called

911 and advised of the situation. He was relaying over the cell phone his view of land markings and surrounding audio sounds to help locate them. At one point he recalled that an airplane was circling over them. Shortly after that the responding personnel located them. He overheard one of the EMT say the passenger was dead. He was removed from the wreckage and taken to the hospital.

The pilot made the following comments:

- 1) About a 10 minute duration between engine over heating indication to the "Blew up"
- 2) He made a 90 degree turn toward the left to fly toward Monticello, as per GPS
- 3) The engine has about 20 hours since overhauled
- 4) The overhaul was done by an Santa Mary's Aviation, in Santa Mary's , GA.
- 5) The airplane's annual was due this month . (By November of 2011)
- 6) The airplane is owned in a partnership by him and a Mr. Steven Walker
- 7) The airplane is not insured
- 8) He last flight in the airplane was a few weeks ago.
- 9) The airplane was kept in a hanger.
- 10) He has about 1500 total time in all airplanes
- 11) He is a SEL
- 12) He has a total of 40-50 hours in make model ( accident airplane)
- 13) He has flown about 10 hours of those 20 since overhauled.
- 14) He filled up with 14 gals of aviation fuel at Thomasville before departing.
- 15) The engine was AC-65 overhauled to a AC-75 as per the Continental Overhaul manual.
- 16) The airplane was STC for Auto fuel
- 17) At time of tree impact the airplane was about 40 to 50 mph.

All information was conveyed back for accuracy throughout the conversation.