



RECORD OF CONVERSATION

Pam Sullivan
Aviation Accident Investigator
Central Region

Date: February 22, 2013
Person Contacted: Aaron Menze
NTSB Accident Number: CEN13FA172

Narrative:

Mr. Menze stated that he owned the airplane with Adam.

The airplane was kept at his farm in Ottetail.

Adam flew to Peoria on Sunday for business.

Adam departed Peoria after 1400 and was going to land at the farm in Ottetail.

Adam contacted him and said he would be landing in 20 minutes. He never arrived.

Adam texted/called at 1510 at which time he was over the Quad Cities.

When in Peoria, there was some type of problem with the airplane. He isn't sure what the problem was, possibly with the starter solenoid.

Adam texted his wife that he was nearing Wadena and he may have to land there.

Adam texted him to see if the farm strip was plowed. He replied that it was and the last communication was a text at 1805 in which Adam replied OK

Aircraft and pilot logs are probably in the airplane. They also kept a log sheet in the airplane where they logged who was flying the airplane. He stated that he believed Adam was the only other one who flew the airplane.

Adam sent another text that he should be at the farm at 1825.

Adam had a medical condition that affected his joints. They installed a different throttle control and extended the flap handle to make it easier for him to fly. His condition shouldn't have caused any issues with his ability to fly the airplane.

They purchased the airplane in the Sept/Oct of 2012.

Their maintenance was done by Ted in Henning, MN. He wasn't sure of Ted's last name.

Adam had about 50 hours of flight time in the airplane.



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Central Region

Date: February 28, 2013
Person Contacted: Aaron Menze
NTSB Accident Number: CEN13FA172

Narrative:

Discussed the accident that involved his brother Adam.

The airplane was equipped with aux tanks. He believes that the mains hold 20 gallons each and that each aux tank holds 15 gallons.

They have calculated that average fuel burn for the airplane was about 9 gallons per hour.

The flight Adam made from Ottetail to Peoria took just over 4 hours. The airplane was topped off prior to Adam leaving Ottetail.

The airplane had a STC for auto fuel. They had a tank of 91 octane on the farm that they used to fuel the airplane. When the airplane was fueled elsewhere they would use 100LL.

The portable heaters found on board the airplane were used strictly for preheating the engine.

Adam flew the airplane from the right seat because of his physical condition. There was a mount on the right yoke that he used to mount the GPS. He used either the ForeFlight or Open Flight aps for GPS navigation.

Normal procedures which he was taught by Adam were to run off the main tanks until they were ½ empty at which time you turn on the fuel pumps to replenish the mains from the aux tanks. The transfer from the aux tanks to the mains is very slow. The amount it transfers per hour is barely more than the engine consumes per hour.

He had heard that a witness reported hearing the engine backfiring. He stated that he experienced this once when he was going to perform a go-around. The power was pulled back and when he advanced the throttle the engine backfired. He retarded the throttle and reapplied it and the same thing happened. He ended up not doing the go-around so it was a non-issue.

The text messages he received from Adam during the flight were:

1759 – He texted Adam that their father had plowed his field/runway if he was going to make it there before dark. (They had strips at both Aaron's farm and their father's farm that they used for landing)

1803 – Adam responded that he should be there by 1825.

1804 – Adam asked Aaron if his field was plowed.

1805 – Aaron responded that yes the field was plowed and it might be a little narrow, but that it should be fine.

1805 – Adam responded "OK".

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 4:00 PM	DATE 02/22/2013
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Lonny Pince (Landowner) [REDACTED]		ROUTING	
		SYMBOL	INITIALS
Madeline Pince (Daughter)			
SUBJECT N9229Y Accident Near Parkers Prairie, MN			
DIGEST			
Mr. Pince lives at [REDACTED] Parkers Prairie, MN. His daughter Madeline saw the aircraft prior to the accident. Mr. Pince was inside the house and heard it, but didn't see it. He relayed what his daughter was telling him about what she saw.			
The aircraft came out of the south and circled over the yard. Madeline stated that it came right over the house. She said it was sounded like it was going to land on the house, it was so close. The aircraft was flying to the north and then did a left-hand U-turn over their property. The airplane was going pretty fast and was fairly close to the house.			
They have a lot of crop dusters in the area, and this aircraft was flying lower than those. It was so low, that Madeline thought the plane had to pull up to climb over the house. It was fairly dark out at the time, and it was hard to see aircraft colors or numbers. The engine sounded normal as it went over their property. Mr. Pince, after talking to his daughter, estimated it was about 30ft above the ground.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 02/22/2013	TITLE Aviation Safety Inspector	SIGNATURE	

DIGEST (CONT)

As it flew over, the engine sounded normal and they thought it was operating at a pretty high RPM. Prior to hearing the crash, they thought they heard the engine sputter.

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 1:50 PM	DATE 02/22/2013
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Llyod kirscht - Landowner [REDACTED]		ROUTING	
		SYMBOL	INITIALS
SUBJECT N9229Y Accident Near Parkers Prairie			
DIGEST			
Mr. Kirscht returned my phone call regarding the subject accident. He stated that he lives at [REDACTED] Hewitt, MN. Around 6pm, he and his son were out in the cattle yard when they saw really bright blinking lights coming over the treeline to the north of them.			
They were surprised at how bright the lights were and couldn't figure out what it was. Mr. Kirscht said that his son idled the tractor so they could hear better and his son jumped out and was next to him as it approached.			
Mr. Kirscht figured it to be an aircraft and noticed that it was fairly low. He said the they have lots of aircraft in the area and this was was appreciably lower than the others. Mr. Kirscht estimated that the aircraft was approximately 100ft over the tops of the trees.			
He said that the aircraft appeared to be flying in a straight line, heading southwest. Mr. Kirscht stated that it appeared like it would have been on a flight path from Wadena, MN to Parkers Prairie, MN.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 02/22/2013	TITLE Aviation Safety Inspector	SIGNATURE	

DIGEST (CONT)

He and his son noticed that the landing gear was hanging really low and at first, they thought it might be something hanging from the aircraft because they'd never seen landing gear hang down that far.

The aircraft passed not quite overhead, but just off to the side of them. Mr. Kirscht said that it appeared to have a lot of white coloring, but couldn't recall if there were any other colors as it was starting to get dark. According to Mr. Kirscht, the aircraft sounded fine and didn't hear any abnormal engine sounds.

RECORD OF <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME 11:00 AM	DATE 02/21/2013
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Gayle Snook - Landowner [REDACTED]		ROUTING	
		SYMBOL	INITIALS
SUBJECT N9229Y Accident near Parkers Prairie, MN			
DIGEST			
Mr. Snook stated that he was inside his trailer home when around 6:20pm he heard a big			
bang. He said it sounded like a loud pop. Mr. Snook said it was so loud that it rattled			
the windows in the trailer. He stated it sounded similar to a engine backfiring.			
A short time after that, he heard a loud crash and thought that something might have fallen			
off his dad's truck so he went out to look. When he came out, he saw the wreckage and			
could smell fuel. Mr. Snook said that there was no fire and no smoke.			
Mr. Snook then called 911 and reached the Otter Tail County Sheriff. He got his truck			
started and aimed the headlights at the main wreckage. According to Mr. Snook, he didn't			
touch anything or get near the wreckage because he was concerned that a fire could start			
due to the strong smell of fuel in the air.			
Mr. Snook never saw the pilot in the wreckage. He did see a shoe and a lunchbox lying			
nearby.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 02/21/2013	TITLE Aviation Safety Inspector	SIGNATURE	