



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: January 7, 2016
Person Contacted: Mr. Ryland Roetman (pilot/owner)
NTSB Accident Number: WPR12LA265

Narrative:

The following is a synopsis of the information provided by Mr. Roetman in a telephone conversation on this date:

- He was the owner and pilot of the accident airplane, N106BD
- The airplane was equipped with a Lycoming IO-360 engine
- The engine was equipped with a variable-pitch propeller that was controlled/actuated by a propeller governor using engine oil and oil pressure
- Sometimes during certain aerobatic maneuvers, the engine oil pressure would decrease as a function of the loads/attitudes of those maneuvers
- That decrease in oil pressure during those maneuvers sometimes resulted in uncommanded (by the pilot) and undesired propeller blade pitch increases (blades moving towards coarse pitch or feather position)
- About 4 years prior to the accident, the pilot "T"ed in an accumulator to the governor supply side oil line in order to reduce or eliminate those occasional oil pressure drops from adversely affecting propeller blade pitch
- He did not have any gauges or warning lights to indicate the pre-charge in the accumulator
- He did not check the accumulator pre-charge prior to any flight; the system was sufficiently robust and reliable so that the pre-charge was only checked during annual or other detailed inspections
- The accumulator system performed reliably since its installation
- During the maneuver the pilot was performing just prior to the accident, he "heard and felt" an uncommanded propeller rpm decrease, which he concluded was due to the expected decrease in engine oil pressure (from the maneuver) and the failure of the accumulator to provide sufficient oil pressure to prevent the blades from increasing in pitch. The pilot also concluded that the accumulator failure was due to its loss of some or all of its pre-charge. He did not provide any basis for that assessment/conclusion.