



RECORD OF CONVERSATION

Arnold W. Scott
Aviation Accident Investigator
Central Region

Date: March 16, 2015
Person Contacted: Chris Morris, FAA Kansas City FSDO
NTSB Accident Number: CEN15LA172

Narrative:

During a telephone conversation, Inspector Morris stated he went to the accident site and interviewed the pilot, Gary Sulin, on March 12, at 1100. Mr. Sulin told him he checked the oil during his preflight inspection, and it registered 6 quarts on the oil dipstick. The oil appeared darker than usual, which he thought was strange since he had just changed the oil about 1-1.5 hours before. He was certain he replaced the oil dipstick. He spent 5 minutes warming up the engine, 2-3 minutes taxiing to runway 32, and about 4 minutes making various preflight checks. All engine instruments were "in the green." He departed Grand Glaize-Osage Airport (K15), Osage Beach, Missouri, turned right, and took up a heading towards Creve Coeur Airport (1H0), St. Louis, Missouri.

He called Mizzou Approach Control (Springfield, Missouri) on frequency 124.1 MHz, and requested flight following services. He said he spent about 5 minutes climbing to 2,800 feet and said he thought the engine felt "sluggish." He then noticed the oil pressure was dropping and he turned back towards K15. Shortly thereafter, the propeller stopped and the engine seized. He advised Mizzou he wasn't going to make it back to K15. He opened the cabin door, dropped one notch of flaps, and ditched in Lake Ozark. Mr. Sulin said his mother was in the right front seat and his daughter in the back seat. All three occupants evacuated the airplane and climbed out onto the wing. Mr. Sulin called 9-1-1 on his cell phone and reported the accident. Mr. Sulin said that while they awaited rescue, he smelled a twinge of burnt oil.

Mr. Sulin said the oil was changed on March 7 and when he checked the oil, it was at 7 quarts. The oil screen was clean. They flew to K15 on March 9, arriving there about 1036. He said the last annual inspection was accomplished in October 2014; the no. 1 cylinder was replaced during the 2013 annual inspection, and all oil hoses were replaced during the 2012 annual inspection. Mr. Sulin's last flight review was in the summer of 2014, and he said he flies about 100 hours a year. To date, he has logged about 450 total flight hours.