RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: February 17, 2012
Person Contacted: Dr. Donald Krouse (Pilot/Owner)
NTSB Accident Number: WPR12LA108

Narrative:

Also on the phone were Inspectors Ken Meyer and Norbert Schucheauer of the SAC FSDO.

The following is a synopsis of the information provided by Dr. Krouse in a telephone conversation while he was on scene on this date.

- Dr. Krouse was the owner and pilot of the airplane
- He was the only POB
- Several days prior, he had the airplane serviced by Hillside Aviation at Benton Field (O85)
    - Unknown maintenance was conducted on the oil cooler
    - On Feb 10, he flew the airplane uneventfully from O85 to his base at O54 (Weaverville)
    - A digital tachometer registered "0" for part or all of that flight
- He did not fly the airplane subsequent to that flight but before the accident flight
- The accident flight was for the purpose of returning the airplane to O85 so that the digital tach problem could be rectified; apparently it was operational prior to the oil cooler maintenance
- The airplane had a standby tachometer which was operational for the accident flight
- He departed O54 about 1145 PST 2/17/12
- Climbing through about 4,000 feet at about 2,500 rpm, approaching 'Buckhorn Summit" the engine began to lose rpm
- He realized that the airplane would not clear the upcoming mountains
- He reversed course, since he also was familiar with the road (Rte 299) through the area which could serve as a suitable landing site
- When the engine was at a reduced rpm, he noticed the oil pressure was below its normal value
- He manipulated the prop, throttle, and mixture controls but the rpm decay did not reverse

- The engine rpm decayed to zero; the propeller ceased rotation
    - He stated it was not "seized" but decayed to 0 in less than a minute
    - The exact sequence of course reversal and stoppage was unclear
- He landed on a portion of the road that was 3 lanes wide
    - The road was normally 2 lanes, but there was a passing lane in this section
    - The landing and first portion of the rollout were uneventful, but the road narrowed, and the left wing struck at least two road signs/marker
- No cars or other property were struck

Record of Conversation

Wednesday, May 15, 2013
11:14 AM

Interview:	Leonard Lusher
Phone:	[redacted]
Location:	Telephone Conversation

Narrative:

NTSB IIC followed up with Hillside Aviation in Redding, CA, to ensure they were aware of the finding that the propeller governor gasket stack was not installed on the airplane. Mr Lusher said that he was aware of the finding, reported it to the FAA, and discussed the issue with the mechanic who did the installation. The mechanic who installed the propeller governor was not aware that the 'shim & gasket' should be removed and retained from the propeller governor after it had been removed from the engine.

Van S. McKenny IV
Aerospace Engineer (Field)
Western Pacific Region

Statement Regarding N367MR
Don Simmons

to:

Thomas H Weeks

04/13/2012 12:46 PM

Show Details

Hi Tom,
This is what I put together. If it's not complete enough, or you need more information, E-Mail me back and I'll get whatever information you need.
Thanks, Don

To: Thomas Weeks
From: Donald Simmons

I was assigned the task of reassembling the oil sump and accessory section of the Lycoming IO-360 in Mooney N367MR. The sump and accessory housing were already attached to the engine case. I checked and torqued all sump to case and accessory housing to case attachment hardware to specification listed in AVCO Lycoming Manual page 52.
I reinstalled the magneto IAW AVCO Lycoming Manual Section 4-27. Reinstalled oil filter housing, oil filter and new thermostatic valve IAW AVCO Lycoming Manual Section 5-41. Reinstalled vacuum pump IAW AVCO Lycoming Manual Section 5-30. Reinstalled fuel pump IAW AVCO Lycoming Manual Section 5-36. Reinstalled propeller governor IAW Mooney Service Manual M20J Section 61-20-10. All new gaskets, seals and crush washers were used during installation.
I reinstalled the fuel injector throttle body, intake tubes IAW AVCO Lycoming Manual Section 8-64 and 8-36. Reinstalled exhaust system IAW AVCO Lycoming Manual page 56. All new gaskets and seals were used during installation.
I attached all hoses, wire leads and harnesses. I reconnected and adjusted the throttle, mixture and propeller control cables. Checked cables for free and correct movement and travel.
I filled the oil sump with 8 quarts of oil. I started engine, performed short run (approx. 2 minutes) at 1000-1100 RPM, shut down engine. Checked for oil leaks.
I installed the cowling, restarted engine, taxied to run-up area and allowed engine to reach operating temperature. Ran engine up to 1900 RPM (note: electronic tach only reading accurate on left mag), performed mag check and cycled propeller 3 times. Applied full power briefly to verify performance. Taxied back, removed upper cowl. Reposition tach sensor on magneto, checked for leaks and components security. No discrepancies noted. Checked oil level at 7 ½ quarts (approx.). Reinstalled upper cowl.

Data Used During Reassembly:

Mooney Service Manual M20J Rev. 10-95

Overhaul Manual AVCO Lycoming
Aircraft Engines Direct Drive Models
Publication 60294-7 Rev.60294-7-3

Torque Wrench Used Calibrated 04-22-2010