



## RECORD OF CONVERSATION

FAA Inspector Statement

**Lynn Spencer**  
**Air Safety Investigator**  
**Eastern Region Aviation**

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Date: April 21, 2022

Person Contacted: Inspector Joel Clark, Birmingham FSDO

Contact # [REDACTED]

NTSB Accident Number: ERA22LA198

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### **Narrative:**

The following is a summary of a conversation that occurred with the individual named above:

Inspector Clark stated that there was substantial damage to the fuselage after the aircraft experienced a loss of control on landing, ripping out the nose landing gear and resulting in substantial damage to the bulkhead. He stated that he spoke to the pilot and that little the pilot described matched what he saw with the airplane, which had been moved without authorization to a hangar on the airfield. The pilot stated that the airplane started veering to the right immediately after takeoff, "like it was reduced in power on the right" so he elected to turn around and go land at the departure airport (Craig Field). His examination of the airplane revealed that the airplane was trimmed left aileron down and the rudder is trimmed full right rudder. The elevator trim was set for best glide and both engines appeared to have been producing power. The pilot reported to him that the "the engines were running but the right engine simply did not feel right."

Inspector Clark stated that the airplane was at Craig Field to be painted, and that it was freshly painted and there was still painter's tape attached in various places. He stated that the pilot informed him that a mechanic signed off the logbooks and that the logbooks were in the airplane, but upon looking in the airplane, he was not able to locate any logbooks.

The pilot informed Inspector Clark that he had another pilot in the airplane with him (a private pilot). He stated that as he began to flare, the airplane's left wing lifted and the other pilot grabbed the yolk. They hit so hard on the nose that the nose broke off before it got in the grass.



## **RECORD OF CONVERSATION**

FAA Inspector Statement

**Lynn Spencer**  
**Air Safety Investigator**  
**Eastern Region Aviation**

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Date: April 27, 2022

Person Contacted: Inspector Joel Clark, Birmingham FSDO

Contact # [REDACTED]

NTSB Accident Number: ERA22LA198

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### **Narrative:**

The following is a summary of a conversation that occurred with the individual named above:

Inspector Clark stated that he and one other inspector returned to look at the airplane and attempt to locate the logbooks on Monday, but they are not there although the pilot continues to assert that they are.

He stated that they know that the rudder was removed and reinstalled due to a bearing issue at some point. The rudder trim is completely out of rig. The rudder trim tab would not go to neutral; stays full right. This is not the only airplane that has been painted; supposedly the pilot had his cousins come in from South America to work on the airplane.



## **RECORD OF CONVERSATION**

FAA Inspector Statement

**Lynn Spencer**  
**Air Safety Investigator**  
**Eastern Region Aviation**

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Date: May 4, 2022

Person Contacted: Inspector Joel Clark, Birmingham FSDO

Contact # [REDACTED]

NTSB Accident Number: ERA22LA198

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### **Narrative:**

The following is a summary of a conversation that occurred with the individual named above:

Inspector Clark returned my call and I asked who had moved the airplane after the accident. He stated that the fire department chief moved it into the hangar: they lifted the nose, put it on a trailer and towed it to the hangar. I asked who owned the hangar and he responded that the city owns the hangar and only the fire chief and asst airport manager have keys. He added that the airport authority was not involved in moving the airplane.

Inspector Clark said that the pilot cannot paint this airplane under preventative maintenance and that he had given Mr. Lamott the pilot's bill of rights and that they had found falsified logbooks with his flight school airplanes.

## **Inspector Statement**

On 18 April, 2022, Inspector Pete Rose and I conducted an investigation of an aircraft accident that had occurred at Selma Airport (Craig Field). The aircraft was a Cessna model 310, identified with the registration number N7733Q.

The aircraft was reported to have sustained substantial damage during the landing phase after it experienced loss of directional control and veered off the runway, collapsing the nose landing gear. The aircraft was subsequently removed from the runway area and secured in a hangar located on the airfield.

Inspector Rose and I inspected the aircraft. As we surveyed the aircraft, numerous items were identified that caused us to question the airworthiness of the aircraft. We searched for the maintenance logbooks but were not able to locate them. Initial reports indicated the pilot experience some type of low power on one of the engines which resulted in an emergency return to the airport. The only known reason the aircraft had been to Craig Field was to be painted. The condition of the paint appeared to be very substandard. Exhibiting an orange peel finish, numerous placards missing or obscured by paint, and painters tape still attached.

Approximately one week later, on April 25<sup>th</sup>, Inspector Rose and I travelled back to Craig Field to re-inspect the aircraft. The pilot/owner insisted the logbooks were in the aircraft. We re-searched the aircraft but did not locate the maintenance logbook(s). By this time we had been informed the individuals who painted the aircraft were foreign nationals from Guyana and related to the pilot / owner. As we re-inspected the aircraft, we discovered the rudder trim system appeared to be out of rig significantly. We were unable to move the rudder trim tab to the neutral position.

To properly paint the aircraft, the elevator and rudder require removal and re-installation with accompanying weight and balance check/adjustment. Nobody on the airfield could tell us who removed and re-installed these flight controls. Logbooks were still missing from the aircraft (despite being secured in a locked hangar with only airport management personnel having access).

**JOEL  
EDWARD  
CLARK**

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