



## RECORD OF MEMORANDUM

**Shaun Williams**  
**Senior Aviation Accident Investigator**  
**Central Region**

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**Date: 09/22/2022**  
**NTSB Accident Number: CEN22LA185**

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### **Narrative:**

The original NTSB Investigator-in-Charge for this accident spoke with an FAA Inspector that traveled to the scene of the accident and conducted an examination of the wreckage. That investigator has subsequently separated from the NTSB but supplied her notes from the phone call with the FAA, dated May 11, 2022, prior to her departure. The following is an excerpt of those notes:

- Airplane was destroyed.
- There were witnesses, their statements are in the police report.
- The pilot was ferrying airplane for (and to) the owner.
  - He has no prior time in this aircraft.
  - He has some small airplane experience, he ferries them in his off time some.
  - Unsure how owner knew pilot.
- Weather at the time of the accident: VFR Conditions.
- Airplane was recently rebuilt by a mechanic on the airport. The engine was overhauled November 2021.
  - 6 hours of flight time since the rebuild.
    - During the rebuild process the mechanic had "magneto position problems" so he recently replaced the ignition switch.
- The pilot aborted two takeoffs before the accident takeoff. Each time the tail came off the ground, but he would reduce speed and taxi back to start. The reason for the aborts is unknown.
- The airplane impacted nose low and a post-crash fire destroyed everything. The wing leading edges were pushed straight aft and the tailwheel came to rest near the engine.

- The inspector went on scene the day after the accident (the 29<sup>th</sup>.)
  - He completed flight control continuity of the push tubes that were present and established the connection at all surfaces.
  - Propeller strikes were noted on the ground. It was a wood propeller and it is now “disintegrated.”
  - The magnetos were on “both”
  - Thermal discoloration was noted on carburetor.
  - The spark plugs were normal.
  - General condition was ok. Oil pan ok.
  - Nothing was loose and there were no signs of catastrophic failure.

END.