

Jerry Rhinehart N160JR Interview

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To: [REDACTED]

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Message body secured

Brian,

Good morning. Hope all is well. Myself and Inspector Gombar interviewed Jerry Rhinehart the pilot of N160JR. Prior to any questions we let him tell us about the event:

He fueled up the airplane and performed a normal preflight and then pushed it out of the Hangar.

Normal startup and taxied North for a takeoff to the South. Engine run-up and flight control check were good.

Takeoff was normal until he got to 20'-30' and the stick started shaking violently fore and aft.

Decided to continue the flight, because he didn't think he had enough space to land without going into the trees at the end of the strip.

Was able to put in elevator inputs. He did not attempt any great inputs and had no idea what was causing the elevator vibration. Did not have a great view of the elevator due to being strapped in and had limited visibility from rear cockpit.

Flew the airplane the day before with no problems.

During the flight he kept the speed at 70-75 mph (10 mph slower than normal). During turn from downwind to base the nosed pitched over.

At this point he does not remember anything else until he woke up in the hospital.

All logbooks were in the airplane and destroyed by the fire. He did have pictures of the tach times & dates for the last Condition Inspection performed and engine and propeller overhaul (see attached pics).

I asked him about the tools that I found in the front cockpit area. He said those tools were secured in the top wing compartment. He most people put a fuel tank there but decided to not to and kept a spare tail wheel tire and tube along with the tools to replace the tail wheel tire. This eliminated my concerns about the tools.

I also attached pics of his pilot certificate and repairman certificate.

Donnie