



RECORD of CONVERSATION

Millicent Hill
Air Safety Investigator
Eastern Region Aviation

Date: February 27, 2019
Person Contacted: Timothy Sheehy and Timothy Cherwin

This investigator interviewed Mr. Sheehy and Mr. Cherwin by telephone, and they stated the following:

- They were in Florida to receive multi-engine sea plane training from James Wagner.
- The first flight of the day Mr. Sheehy was flying, Mr. Cherwin was observing from the back seat. For the second flight, they swapped, and Mr. Cherwin flew from the left seat and Mr. Sheehy observed. The first and second flights had the same format, airframe familiarization, water takeoff and landings.
- After the second flight Mr. Cherwin stuck the fuel tanks and noted there was about 30-32 gallons of fuel in the main tank. Mr. Wagner asked him to request 20 gallons of fuel from the FBO. Mr. Sheehy stated he noted about 50-52 gallons before takeoff.
- Mr. Sheehy stated he and Mr. Wagner did a thorough preflight before takeoff. They drained all of the fuel sumps, and Mr. Wagner was showing him different features of the airplane.
- The accident flight was the third flight of the day, Mr. Sheehy was flying, and Mr. Cherwin elected not to ride along. The training plan for the third flight was to practice single-engine procedures and more water landings. Mr. Wagner briefed Mr. Sheehy before the flight that he would do a simulated engine failure at some point during the takeoff or climbout.
- After takeoff, about 300ft above ground level, Mr. Wagner pulled the throttle back on the left engine to flight idle, then the engine quit. They identified the failed engine was the left engine and Mr. Wagner took the flight controls while Mr. Sheehy attempted to restart the engine. He reported all of the flight controls for both engines, the throttle, mixture, and propeller controls were full forward before Mr. Wagner reduced the throttle on the left engine. They turned on the auxiliary fuel pumps during the attempted restart.
- Mr. Sheehy stated they were getting minimal performance from the airplane. It was a hot day, the landing gear and flaps were down, and they could not get any single engine climb performance. He stated the airplane continued to descend until impact. He reported the airplane drifted left and continued to yaw and sweep left, they were not able to maintain directional control.
- After the engine failure Mr. Sheehy was in the process of retracting the landing gear and

did not have time to retract the flaps.

- Mr. Sheehy stated Mr. Wagner did not brief that he would fail the critical engine, or that he would simulate an engine failure at such a low altitude. He “didn’t know what he was thinking” and believed that when Mr. Wagner reduced the left throttle it flooded then engine.
- Mr. Sheehy stated before the flight Mr. Wagner asked if they could skip lunch and proceed with the training flight because he needed to be on the road by 1500.
- From the ground Mr. Cherwin watched them preflight the airplane, taxi, and takeoff. He stated around 200 ft the engine stopped, the airplane leveled out, it was in a shallow nose down descent. He watched it make a shallow left turn, continuing to lose altitude, then make a 90° left turn with about a 60° trajectory toward the ground before impact.

I, Timothy Patrick Sheehy, am making this statement while my mind is clear and I remember the accident and accident sequence. This is a true statement.

I am the holder of a Commercial Pilot Single Engine Sea License and I was in the process of adding the Multi-engine Sea License to my certificates when the accident occurred.

We were departing on our second training flight of the day. This was my second training flight, and it was the Instructor's third flight. We were departing RW 23 at Winter Haven Airport. The Instructor briefed me during takeoff that he was going to do a simulated engine failure at some point during take-off and/or climb-out. Immediately after lift-off at about 200-300 feet AGL the Instructor pulled the throttle back on the left engine, and in the process the engine unexpectedly quit and there was no longer a simulated failure, and it was an actual failure at that point. I was flying when the engine quit. We then went into the recovery process, and as soon as we identified that the engine failed, the Instructor took over the flight controls, and I started the engine restart procedure to get the engine back online, and the engine was feathering at that point. During that period of time, Jim was trying to stabilize the aircraft and follow the engine re-start procedures. We were trying to make the lake in front of us, but that lake was too far, so the Instructor started to turn left to make the lake that was closer to us, which we did not make. As we tried to glide to this closer lake, the aircraft slowed to the point that we reached VMC speed, and we crashed into the house.

Upon impact, I did not lose consciousness, and I immediately unbuckled and crawled over to Jim to check his pulse. Jim's head was busted open, and he was clearly not going to make it. Then I called 911, and left the phone on speaker so that the 911 operator had as much information as possible.

I then went over to help the lady in the house, and discovered that she was moving and had a pulse. I then went over to the other folks in the house and told them to cut the power and cut the circuit breaker because there was airplane fuel in the house. A guy across the street then cut the power, and I took my shirt off to help the lady who was injured. At that time the first responders showed up and took it from there.

By: 

Timothy Patrick Sheehy

Date: February 23, 2019