



## INTERVIEW SUMMARY

**Maja Smith**  
**Aviation Accident Investigator**  
**Western Pacific Region**

---

**NTSB Accident Number: WPR21LA015**

---

### **Narrative:**

- Record of conversation
- 10/19/2020. Phone conversation: Nicholas Raissis (pilot), Robert Van Siclen (lawyer), William Shinn (FAA), Lawrence Torentino (FAA)
- Pilot stated:
- Airplane went up for the auction about 3 years ago, so the pilot obtained the airplane on 10/7/2020; did minor paperwork for that.
- On 10/8, he took out the passenger seat because it was damp, pull the plugs, looked inside, moved pistons...The battery was corroded so he pulled the battery out to replace it. There was water in the fuel system, the fuel plug was corroded. Took out spark plugs and cleaned them.
- With the fuel valve selector in "closed" position, the pilot put about 5 gallons of fuel. As soon as that happened, fuel started to drip out of the belly but not under gascolator. He pulled the right seat out, fuel selector "on" and saw that the leak is coming from the fuel line between the fuel selector and the gascolator. New aluminum hardline was made by his friend
- The next day pilot took the new line to the airplane. There was no airplane key so the ignition couldn't be turned on as there was no battery power. The pilot had another ignition with the key, so he replaced the current ignition. He reinstalled the new fuel line and noted no leaks. Then he discovered the same leak on the left side, so he took that line out to replace it. He checked the air filter and although it was not clean, he decided to put a new one later. He installed clean spark plugs
- New line was made over the weekend, so he reinstalled it the following week. He tried to drain sumps from each tank, but they were frozen, so he replaced both; left with a new, right with a used one.
- Gascolator screen was replaced. He started sumping and there was a little bit of debris coming from each tank. Some debris came out of the carburetor, but he kept pumping fuel until clear. Then he started the airplane, ran it for about 10-15 min; oil pressure was good, mags dropped, suction was normal, pull the power, everything seemed fine, so he shut it down.

- On Wed, 10/14, he drained the sumps, there were little traces of water. He started the airplane again, took it to the taxiway, ran about 10-15 min. Went to the 17 runway to try a high-speed run. Initially, the engine was 2400rpm but midway it sputtered and dropped to 1600rpm, so he aborted and went back to parking.
- On Thursday morning, 10/15, the pilot went back to the airplane; pulled out the carb bowl, drain the gasolator; some water came out. Both sumps had some water as well. In total, he drained about 12oz of water from the gasolator and sumps.
- Sump drain on the right wing got stuck, so the fuel started to drain. So, the pilot replaced that sump right away with a brand new sump. He also serviced the nose strut that morning. During run-up, the pilot shook the wings, move the tail up and down to slosh as much fuel in the tank in case there is more water. Fired the engine again, taxied around, all good.
- On Thu evening, the pilot decided to fly the airplane to his home airport about 20 miles away. He sumped 2-3 times and there was very little water. Brought more fuel, he estimates a total of 14 gallons. Fired it up, when to transient area, ran up for 5 min (full power, mag drops, shaking and rolling while turning). He headed to runway 35, ran for about 15 min at that time. He applied full power, the airplane took off and started climbing. At about 200-300 ft agl, the rpm dropped to 1700/1800. He was at about 50-60 knots so he couldn't go forward so he landed in a parking lot
- Last annual in 2009
- Did not have a permit for a ferry flight; pilot said he had a temporary registration and airworthiness in the glove comp.
-