



RECORD OF CONVERSATION

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Western Pacific Region

Date: 11/13/2018
Person Contacted: David Ferreira (Pilot Rated Passenger / Co Builder)
NTSB Accident Number: WPR19LA023

Narrative:

Mr. Ferreira reported that they had just completed the build of the airplane, and that they had the pilot flying conduct the initial flight due to his amount of flight time in the make/model of airplane. However, Mr. Ferreira stated that the pilot did not have much experience with the airplanes systems (fuel/propeller), so he decided to fly in the right seat to assist and monitor the airplanes systems. Prior to takeoff on runway 27, they did the runup prior to takeoff noting nothing abnormal. Mr. Ferreira recalled that the pilot advanced the throttle, and the engine had plenty of power. As the airplane began a climb, the engine began to gradually lose power about 500 ft above ground level.

Mr. Ferreira said that he started to troubleshoot by verifying the fuel pumps, ignition, fullest fuel tank, fuel pressure, air fuel ratio gauge, then went to propeller, verified 2,700 rpm and in auto. Mr. Ferreira did a second check on what he was seeing, and a went to the propeller control, and went to take it out auto and put it in manual, Mr. Ferreira said that unfortunately due to the low altitude at that point, as the airplane was almost in a flare, he did not place the propeller in manual. During landing, the right side of the airplane hit a rock, punctured a fuel line, where a post impact fire ensued.