



RECORD OF INTERVIEW

Daniel P. Boggs
Air Safety Investigator
National Transportation Safety Board
Office of Aviation Safety - Eastern Region

Date: 5/3/22 @ 1615

Person Interviewed- Harry Bishop – Flight Instructor/mechanic/IA

NTSB Case Number: ERA22LA217

Narrative:

Mr. Harry Bishop was interviewed by telephone.

Mr. Bishop stated they took off from Old Bridge Airport (3N6), Old Bridge, New Jersey about 1700 and flew down to Ocean County Airport (MJX), Toms River, New Jersey. They were going to practice some landings. The first landing was a straight in approach to runway 14 and it went well. The second landing was a simulated engine out and it went well. The third landing was going to be another simulated engine out again on runway 14 but when the student turned the airplane for final approach, they were too high. The flight instructor asked the student what he would do in this instance and the student said he would land on runway 6. The flight instructor told him to set up for runway 6 and when they were down to about 400 ft above ground level the flight instructor told him to go ahead and apply full power since it all looked good. When the student applied full power, the engine did not respond. The flight instructor took over control of the airplane and tried to land on runway 24. The flight instructor knew they would not make the runway so he tried to land in the grass, but the left wing contacted a fence and flipped the airplane over. The airplane came to rest inverted. Both of them egressed out of the airplane and were not injured. The grass caught on fire from the wing contacting the fence, but the airplane did not catch on fire.

On 5/18/2022 at 1345, I spoke to Mr. Bishop again about the bolt found at the bottom of the cowling and the nut missing since he was the mechanic and IA working on this airplane. Mr. Bishop said it is possible that he did not install the cotter pin in the bolt but does not remember for sure. However, if the cotter pin was installed, the nut would not have been missing and the bolt back out of the throttle linkage.

Dan Boggs
NTSB