



RECORD OF INTERVIEW

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

Date:
Person Interviewed: Karl Burney-Son of pilot/witness
NTSB Case Number: ERA19FA256

Narrative:

Mr. Karl Burney was interviewed in person.

Mr. Burney stated he was the son of the pilot. He stated he and his father put the airplane together and worked and flew with his father often. He stated he and his father installed an after-market supercharger on the airplane several months back and the airplane has been flying very good since then. Mr. Burney stated about two days before the accident, his father stated that the airplane has been experiencing higher than normal fuel consumption going from the normal 4 gallons an hour to about 6 gallons an hour.

The day before the accident flight, Mr. Burney stated that he and his father replaced the jets in the carburetor to smaller jets to try and improve the fuel consumption. After they replaced the jets, they started the engine and it was running very rough, coughing and missing. The next morning, on the day of the accident, when Mr. Burney showed up at the airport, his father told him he fixed the airplane by adjusting the tabs on the float bracket and allowing more fuel to enter the carburetor bowl. They performed a run-up of the engine and it ran normal. Mr. Burney said the plan was for his father to fly to Deland airport and he would drive the truck and trailer there to meet him. Mr. Burney watched as his father started his takeoff roll on runway 36. He stated the takeoff looked normal but noticed the airplane was not climbing like it has in the past. When the airplane reached about 300 feet agl, the engine started to sputter again and run rough. He stated it looked like his father tried to turn back to the runway and made a sharp left turn. Shortly after the left turn, he saw the airplane go straight down to the ground.