

Memorandum of Conversation



Date: February 20, 2013

Time: 1000 central standard time

Conversation Including: Pilot, Stephen W. Allen

Conversation Regarding: CEN13LA170, N4426C

Duration of Call: 5 Minutes

Summary & Factual Information from Conversation:

Mr. Allen reported that the accident occurred as he was taxiing on an unlit taxiway that paralleled runway 13-31. As the airplane approached the end of the taxiway, adjacent to the runway 13 threshold, the right wing landing light became inoperable, significantly reducing his forward visibility in the dark night conditions. Mr. Allen simultaneously cycled the right landing light switch as he applied wheel brakes; however, he was unsuccessful in stopping the airplane before it departed off the end of the taxiway and down an embankment. He did not recall seeing any reflective markers identifying the end of the taxiway. Although the airplane was equipped with two landing lights, one on each wing, Mr. Allen reported that during taxi operations he avoided using both lights simultaneously because it rapidly depletes the battery charge at the lower engine power settings required to taxi.

I can attest that the above summary and factual information was taken on the above stated day, and is correct to the best of my knowledge:

Signed: _ Andrew Todd Fox _

Dated: _ 02/20/2013 _

Andrew Todd Fox
National Transportation Safety Board
Air Safety Investigator