

Memorandum of Conversation



Date: January 14, 2014

Time: 1700 central standard time

Conversation Including: Richard Tallini, Pilot/Owner

Conversation Regarding: CEN14LA112, N4505Z

Duration of Call: 25 Minutes

Summary & Factual Information from Conversation:

Mr. Tallini reported that the accident occurred on the evening of January 3, 2014, between 1930 and 2000 central standard time. He reported that the flight originated from Sullivan Regional Airport (UUV), Sullivan, Missouri. Before departure, the airplane had been topped-off with about 11.5 gallons of Avgas before the flight departed around 1700 toward his intended destination of M. Graham Clark Downtown Airport (PLK), near Hollister, Missouri. While en route, he and his passenger decided to make an unplanned stop at Ava Bill Martin Memorial Airport (AOV), Ava, Missouri, to use the restroom facilities. Mr. Tallini estimated that they were on the ground at AOV between 15-30 minutes before they departed again for PLK.

Mr. Tallini reported that the airplane was flown between 2,500 and 3,000 feet mean sea level during the final flight leg between AOV and PLK. While en route, the engine suddenly lost total power and the propeller began to windmill. The engine did not restart after he verified that the magneto switch and fuel selector were both on. His attention was then focused on finding a suitable area to perform a forced landing. The nearby roads contained curves and the surrounding terrain was hilly, so he decided to land in Bull Shoals Lake, located near Forsyth, Missouri. After landing in the lake, he and his passenger were able to swim to the shoreline before they were treated by first responders for symptoms of hypothermia. The pilot and his passenger were not injured during the accident.

Mr. Tallini stated that he had flown the accident airplane about 15 hours since he purchased it in December 2013. He reported that he had accumulated about 150 hours total flight time, which included about 15 hours in a Piper PA-22-108. The airplane's last annual inspection had been completed in May 2013. He noted that the airplane had one fuel tank that had a total capacity of 18 gallons. Mr. Tallini noted that he would routinely lean the fuel mixture during cruise flight and the airplane would achieve a normal fuel burn of about 5.5 gallons per hour (or about 3.25 hours flight endurance) at 2,250 rpm.

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: _ 01/14/2014 _

Andrew Todd Fox

National Transportation Safety Board

Air Safety Investigator