

Memorandum of Conversation

Date: January 15, 2014

Time: 1615 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, the pilot/owner of the accident airplane, reported that the mixture control cable broke during a normal engine shutdown at the completion of a previous flight. He stated that he was unable to find an airframe mechanic to repair the mixture control at the airport. In order to continue on his cross-country trip he safety-wired the carburetor mixture control arm in the full-rich position. Mr. Tallini reported that he was not a FAA certificated aviation mechanic, but had worked on airplanes while enlisted in the United States Navy.

Mr. Tallini reported that the accident airplane would typically achieve an indicated cruise speed between 105-115 miles per hour. He stated that he typically leaned the fuel mixture during cruise flight and achieved about 5.5 gallons per hour at 2,250 engine rpm. He reported that the accident flight was flown between 2,500 and 3,000 feet mean sea level.

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: _ 01/15/2014 _

Andrew Todd Fox

National Transportation Safety Board

Air Safety Investigator