



RECORD OF CONVERSATION

Joshua Lindberg
Air Safety Investigator
Central Region

Date: 4/21/2014
Person Contacted: Rick Stevens and Chad Landes – ICT FSDO
NTSB Accident Number: CEN14LA205

Narrative:

In a telephone conversation with Mr. Stevens and Mr. Landes, they stated the following:

- Airplane was a Quicksilver 400 – 276 lbs gross weight
- Witness stated that the pilot said he “had to fly it to the airport” and not trailer it like the witness suggested
- The airplane was to be sold and auction and it was likely that if the pilot flew the airplane to the airport then it would sell because then the buyer would know that it flew
- The airplane was only 5-10 miles away
- The pilot was finishing the assembling of the airplane prior to takeoff
- Witness says all the bolts weren’t in yet so the pilot kept assembling – tightened all the bolts and prepared to depart
- The engine wouldn’t start so the pilot poured gas directly into one of the cylinder via the spark plug port – the engine started after that
- Pilot did 1 high speed taxi and veered off the runway – taxied back and departed
- Airplane made steep right turn after takeoff and flew straight into the tree
- Top of cockpit and left wing hit tree branch about 15ft high
- Airplane continued into pond next to tree – nosed in
- Pilot was thrown from the cockpit after impact and fell to the ground
- The propeller was fractured and pieces were found near the tree
- When they turned the propeller the engine components appeared continuous
- Confirmed continuity to all control surfaces

