

Memorandum of Conversation

Date: July 16, 2015

Time: 1600 central daylight time

Conversation Including: Charles E Reed, Pilot/Owner

Conversation Regarding: CEN15FA269, N6552L

Duration of Call: 30 Minutes



Summary & Factual Information from Conversation:

On the morning of the accident, Mr. Reed and his aviation mechanic/passenger (Mr. John Dozier) drove from Kerrville, Texas, to Fredericksburg, Texas, with the intent to complete an annual inspection of the accident airplane. After arriving at the airport, Mr. Dozier began working on the airplane until the local airport diner opened around 0800 cdt. After having some breakfast, they returned to the airplane, about 0900 cdt, to complete the annual inspection.

Although Mr. Reed was an automotive mechanic, he did not participate significantly during the annual inspection. Mr. Dozier had brought his own tools to work on the airplane. Mr. Reed recalled that Mr. Dozier removed several inspection panels to observe the flight control system; verified operation of an avionic device that was installed in the rear fuselage; completed a compression check of each engine cylinder; removed, inspected, and replaced some spark plugs; and drained/replaced the engine oil. When asked if the fuel system had been examined, Mr. Reed replied that he remembered Mr. Dozier had collected a fuel sample from at least one drain. He believed that the fuel sample that Mr. Dozier collected was from the left wing. Mr. Reed stated that the airplane had four drains, two per wing; however, he could not recall if Mr. Dozier had obtained a fuel sample from all four drains during the annual inspection. Additionally, Mr. Reed did not recall if Mr. Dozier had examined the electric fuel pump, drained the pump reservoir, or inspected the pump filter screen. Mr. Reed estimated that the annual inspection took a couple of hours to complete. After completing the inspection, they decided to complete a local flight in the traffic pattern to verify that everything was operating correctly.

Mr. Reed stated that he did not refuel the airplane on the day of the accident. He estimated that the airplane had about 22-23 gallons of fuel at departure. When asked how the reported fuel was distributed between the two wing fuel tanks, he recalled that the left wing tank was nearly full. He estimated that the fuel level in the left wing tank was about 1-inch below the top of the filler port and that the tank likely contained about 19 gallons of fuel. He recalled that the right wing tank likely contained 2-4 gallons of fuel.

Mr. Reed stated that he completed a normal preflight inspection of the airplane, which included obtaining fuel samples from all four fuel drains (two per wing). He did not recall seeing any water or particulate contamination in the samples that he collected. Additionally, Mr. Reed did not recall any anomalies with the airplane during his preflight inspection.

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Mr. Reed stated that he completed a normal engine runup before he departed the ramp area for runway 14. He said that he verified that the engine had produced maximum static RPM, both magnetos were functioning correctly, that engine was producing normal fuel and oil pressures, and that he observed a normal oil temperature. Mr. Reed stated that he did not notice any engine anomalies during the before takeoff engine runup.

Mr. Reed stated that his memory of the accident flight was limited and fragmented. He remembered that the engine lost power shortly after takeoff from runway 14 and has a brief memory of the airplane pointing down towards the ground (presumably immediately before impact). Mr. Reed did not recall any corrective actions that he made following the loss of engine power nor the airplane impacting terrain. His next full memory was when he awoke at the hospital during his recovery. Mr. Reed stated that he apparently told his wife, while being treated at the hospital, that the engine had lost power shortly after takeoff and that he had pushed the nose down to regain airspeed.

--- End of interview summary ---

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: _ 07/16/2015 _

Andrew Todd Fox

National Transportation Safety Board

Air Safety Investigator