



NATIONAL TRANSPORTATION SAFETY BOARD

Central Region

Record of Telephone Conversation

Person Interviewed: Mike Demulling

Date: July 28, 2015

Subject: – CEN15FA320

Mike was the co-owner of N9CB, the New Richmond Airport manager, and had been the accident pilot's flight instructor. He stated that Dan was apparently giving the Larson's a ride and they were going to fly up to the Voyager Village Airstrip, Danbury, WI. He stated it wasn't unusual for Dan to take people up for a ride. Mike said he was in his office when Dan took off. He was concerned for weight and balance reasons when he saw there were four people in the airplane. He saw Dan do an engine runup and taxi to the end of the runway for takeoff on runway 14. He estimated the airplane became airborne about 1,700 – 1,800 feet down the runway. They were usually airborne in about 1,000 feet.

They usually kept the main and aux tanks filled. They rarely put fuel in the tip tanks. Main and Aux tanks totaled 70 gallons. Dan flew the airplane to Kenosha and back on Sunday 7-26-15. Dan then filled the airplane with 23.9 gallons of fuel. (This number came from the guy who runs the fueling at the airport. It is self-serve, but he looked up credit card records on the fueling account)

Mike stated he last flew the airplane on 7-21-15. He stated the airplane flew fine and that there were no deferred maintenance items. He stated the main and aux tanks were filled after his flight.

He and Dan bought the airplane on 6-3-15. On 7-14-14 they had an oil change and noticed metal in the oil. They overhauled the engine and began flying it again in September. The airplane last annual inspection was in February 2015.

Dan came to him several years ago for flight instruction. Dan had been flying with someone else prior to him. Dan was a competent pilot who was pretty cautious. Dan had talked about getting an instrument rating but hadn't started working on it.

Pamela S Sullivan
National Transportation Safety Board
Air Safety Investigator