

Memorandum of Conversation

Date: 31 July 2015

Time: 1330 central daylight time

Conversation Including: Arthur P. Cuevas; Tower Controller

Conversation Regarding: CEN15FA328, N425KJ

Duration of Conversation: 15 Minutes



Summary & Factual Information from Conversation:

Mr. Cuevas was the only controller working in the control tower when the accident occurred. Mr. Cuevas reported that he established visual contact with the accident airplane when it was on a 3 mile final approach to runway 33R. Mr. Cuevas provided the pilot with the current winds (230° at 10 knots) when the airplane was about 2.5 miles from the runway. Mr. Cuevas observed the airplane's landing gear to be extended during final approach, and that the airplane made a normal landing (no bounce) within the runway's touchdown zone. Mr. Cuevas stated that although the airplane made a normal landing, he heard a squealing noise that continued longer than what he believed was typical. Shortly after the airplane landed, the pilot transmitted "go-around." Mr. Cuevas acknowledged the go-around and cleared the pilot to enter a left traffic pattern. Mr. Cuevas stated that he heard the engine speed accelerate and observed the airplane maintain a level attitude over the runway until it passed the taxiway charlie intersection. He then observed the airplane pitch-up and enter a climbing left turn. Mr. Cuevas stated that the airplane appeared to "stall" during the climbing left turn before it descended into terrain in a left wing low attitude.

--- 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: _ 31 July 2015 _

Andrew Todd Fox
National Transportation Safety Board
Air Safety Investigator