



RECORD OF CONVERSATION

Aaron M. Sauer
Aviation Accident Investigator
Central Region

Date: April 13, 2017
Person Contacted: Mr. Mike Williams
NTSB Accident Number: CEN17FA152

Narrative:

The NTSB investigator-in-charge met Mr. Mike Williams at his repair facility on the airport property, and Mr. Williams described his observations of the accident flight and interactions with the pilot. Mr. Williams stated he was an experienced Swift pilot and mechanic.

The pilot contacted Mr. Williams to conduct repairs to his airplane after he experienced a ground loop in June 2016. Mr. Williams then worked with the pilot and insurance company regarding the repair estimate. The repairs were complete in January 2017; however, the pilot was not able to pick up the airplane due to his winter vacation in Arizona. They agreed for the pilot to pick up the airplane in April. The pilot also wanted Mr. Williams to perform an annual inspection of the airplane, which was not part of the repair estimate. Mr. Williams completed the annual inspection the first week of April.

The pilot and a friend arrived at Mr. Williams airport about 1200, and they then inspected the repair work and aircraft records. The pilot asked if Mr. Williams would fly with him to perform a few takeoffs and landings, but Mr. Williams declined due to the following reasons: his concerns with weight and balance, he was not a flight instructor, and he was not sure on the pilot's flight experience. Mr. Williams had previously offered to complete a test flight after the repairs, but the pilot did not want him to do that for an unknown reason.

During the repairs, Mr. Williams attached the outboard wings and aileron cables, which were removed for transport to his airport. No maintenance work was performed to the empennage during the repairs.

According to Mr. Williams, who witnessed the accident in his vehicle adjacent to the turf runway, he did not observe the pilot complete an engine run-up prior to takeoff. The takeoff was

at full engine power, and he estimated the pilot rotated about 60 knots. The flaps were in the retracted position. Shortly after rotation about 20 ft above ground level, the airplane turned or rolled to the left and impacted the trees on the left side of the runway. He estimated the airplane struck the trees about 85 to 90 knots.