

Memorandum of Conversation

Date: 10 July 2017

Time: 0800 central daylight time

Conversation Including: Tim Hood, Jr.; witness

Conversation Regarding: CEN17FA249, N62JN

Duration of Call: 15 Minutes



Summary & Factual Information from Conversation:

Mr. Hood was practicing takeoff-and-landings on runway 27 at MXO when the accident occurred. Mr. Hood reported that the accident airplane approached the airport from the east. Mr. Hood transmitted on the common traffic advisory frequency that he was on short final approach to runway 27. The accident pilot asked if Mr. Hood was landing or departing. Mr. Hood replied that he was going to make a touch-and-go landing on runway 27. Mr. Hood stated that after his touch-and-go landing he announced turning onto downwind for runway 27. The accident pilot replied that he was aborting his landing approach. Mr. Hood stated that he and the accident pilot subsequently confirmed seeing each other to the east of the airport at pattern altitude. Mr. Hood continued in the traffic pattern and made another touch-and-go landing on runway 27. Mr. Hood stated that while on the next downwind leg he observed the accident airplane on a final approach to runway 27. Mr. Hood transmitted that he would extend his downwind to increase spacing between the two airplanes. The accident pilot replied that he was on final approach for a full stop landing on runway 27. Mr. Hood subsequently lost visual contact with the accident airplane as he turned his airplane onto base leg. Mr. Hood did not see the accident airplane on the runway or taxiway after he turned onto final approach. Mr. Hood made a go-around and then observed the accident airplane in a cornfield adjacent to the runway. He continued in the traffic pattern and made a full-stop landing. Mr. Hood reported that after he made a full-stop landing, he and his passenger saw the pilot's dog run out of the cornfield where the airplane had crashed.

--- 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: _ 10 July 2017 _

National Transportation Safety Board
Air Safety Investigator