

Memorandum of Conversation

Date: 21 June 2018

Time: 1300 central daylight time

Conversation Including: David Naylor; Pilot's Son

Conversation Regarding: CEN17FA249, N62JN

Duration of Call: 15 Minutes



Summary & Factual Information from Conversation:

Mr. David Naylor is the son of the pilot of the accident airplane. Mr. Naylor called to say that the insurance company has denied coverage for the accident because his father did not have a current FAA medical examination. Although his father had been flying a light-sport airplane, which by regulation only required a valid state driver's license, the insurance policy specifically required a FAA medical for his father because of his age. Mr. Naylor wanted to coordinate the wreckage release when the NTSB was done with the wreckage.

NTSB Investigator Fox asked if Mr. Naylor had been able to locate his father's current pilot logbook. Mr. Naylor confirmed that he was unable to find a current logbook but noted that his father had logged his recent flying on a check register that was kept on-board the airplane. Investigator Fox stated that he had taken photographs of the airplane use-log (i.e. check register) while on-site but was curious about some of the notations included on the entries. Mr. Naylor clarified that entries with "Jn" indicated his dad (Mr. Jerry Naylor) was the pilot without a passenger. An entry with "Jaz & Jn" indicated his dad was the pilot and that he took his dog (Jasmine) on the flight. An entry with "DJN" indicated that David Naylor was the pilot. Investigator Fox remarked that most of the logged flights appeared to be made with Jerry Naylor with his dog as a passenger. Mr. Naylor replied that his dad loved to fly with his dog, a 70-75 pound black labradoodle, in the two-seat light sport airplane. Mr. Naylor remarked that the dog had behaved very well during previous flights. Mr. Naylor further recalled that the dog, on a couple of occasions, had moved one of her paws to the pilot's lap/leg as the airplane neared an aerodynamic stall.

Mr. Naylor also confirmed that his father had fabricated a plywood device to prevent the right-seat passenger (or his dog) from inadvertently contacting the rudder pedals during flight. The removeable device was installed on right-side passenger floorboard and used a hinged vertical panel to block access to the rudder pedals. NTSB Investigator Fox noted that the plywood device was present at the accident site on the right-side passenger floorboard. NTSB Investigator Fox also noted that both control sticks were installed during the accident flight. Mr. Naylor was not surprised that the plywood device was installed during the flight and confirmed that both control sticks were installed in the airplane.

Mr. Naylor stated that his father did not have any recent medical concerns and remarked that his father routinely flew the light-sport airplane without any performance issues.

--- 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 (NTSB Air Safety Investigator) _

Dated: _ 21 June 2018 _