



RECORD OF CONVERSATION

Joshua Lindberg
Air Safety Investigator
Central Region

Date: 2/21/17
Person Contacted: Cristobal Diaz, NTX FAA Inspector
NTSB Accident Number: CEN17LA105

Narrative: In a telephone conversation with Mr. Diaz, he stated the following:

- Inspector Diaz responded to the accident scene on the morning of the accident
- The airplane, N6343L, was found in a field about 150 yards south of the runway 36
- It was reported that the engine experienced a loss of power, the pilot made a forced landing to the field, and the airplane came to rest upright
- The initial impact ground scar was about 40 ft from the wreckage
- The airplane was found right of the extended centerline and the right wing was separated
- The canopy was broken open, the fuselage was wrinkled and buckled, and the empennage remained attached, the right main gear and nose gear were separated, the left main gear remained attached
- The right fuel tank did not contain any fuel
- The left fuel tank was sumped and contained only a few tablespoons of liquid similar to dirty water
- The propeller showed no signs of power during impact. One propeller blade was bent rearward about mid span. The propeller was separated from the crankshaft
- The airport was closed by the airport manager following the accident. The opposite runway was opened the following morning
- The current airplane owner was Brad Kelly. He recently purchased the airplane
- The fire fighter on scene stated that he moved the fuel selector valve from RIGHT to OFF

End of conversation.



RECORD OF CONVERSATION

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Air Safety Investigator
Central Region

Date: 2/24/17
Person Contacted: Cristobal Diaz, NTX FAA Inspector
NTSB Accident Number: CEN17LA105

Narrative: In a telephone conversation with Mr. Diaz, he stated the following:

- Inspector Diaz spoke with the pilot Ulug Bayramoglu on the phone
- Brad Kelly (owner) purchased the airport about 1.5 months ago. Brad is not a certificated pilot
- Brad asked Ulug to fly with him to test out the airplane. A familiarization type flight
- Brad was in the right seat and Ulug was in the left seat
- Ulug held a private pilot license and he was acting as pilot in command
- Ulug and Brad departed their home airport Denton (DTD) for GYI
- They remained in the traffic pattern at GYI and completed about 15 touch and go landings
- They departed GYI for Gainesville (GLE) to get cheaper fuel
- They approached GLE from the north and intended to land on runway 18
- Ulug stated that he saw a coyote on the runway so he executed a go-around
- During the go-around the engine lost power
- Ulug did not want to land on the highway ahead so he turned 180° to land on runway 36
- He was not sure in which direction the turn was made
- The airplane descended and they did not make the runway

End of conversation.