



## RECORD OF CONVERSATION

**Mitchell Gallo**  
**Aviation Accident Investigator**  
**Central Region**

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**Date: August 15, 2017**  
**Person Contacted: Paul Carlton**  
**NTSB Accident Number: CEN17LA274**

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### **Narrative:**

During a telephone conversation, Paul Carlton stated that the airplane was not equipped with a steerable tailwheel. He stated the tail wheel was unlocked for the accident takeoff. He said that the normal takeoff distance for the airplane was about 1,000 feet and when asked why the airplane was about 2,400 feet down the runway, he said "I don't know." He said that he discussed this in his analysis within NTSB Form 6120. He said maybe it was an engine issue and did not know what engine rpm was at the time of takeoff.

Mitchell Gallo



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**Date: August 14, 2017**  
**Person Contacted: Paul Carlton**  
**NTSB Accident Number: CEN17LA274**

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### **Narrative:**

During a telephone conversation, Paul Carlton stated that the airplane weight and balance was in the airplane and destroyed by fire. He said that he did not know the center of gravity location of for the flight. He said that he did not know the maximum demonstrated crosswind velocity for the airplane but in checking with the airplane owner, it was 17 knots. Mr. Carlton said that the airplane was equipped with a castering tailwheel, which he would unlock for flights.

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**Date: August 15, 2017**  
**Person Contacted: Dale Shuel**  
**NTSB Accident Number: CEN17LA274**

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### **Narrative:**

During a telephone conversation, Dale Shuel stated that the airplane was equipped with a non-steerable tailwheel. The tailwheel was a castering tailwheel with a locking pin to lock the tailwheel in position for takeoff. He said that the airplane veered off the runway about 2,400 feet down the runway.

Mitchell Gallo