



RECORD OF CONVERSATION

Joshua Lindberg
Air Safety Investigator
Central Region

Date: 9/19/17 and 10/25/17
Person Contacted: Anna Shortes (Ezell Aviation)
NTSB Accident Number: CEN17LA285

Narrative: In a telephone conversation with Mrs. Shortes, she stated the following:

9/19/17

- She arrived at the airport and started watching the second flight of the day
- The pilot started the plane, taxied, departed, flew over the lake and then over the hangar
- Flying west to east then North to South down runway 17
- She saw the gear come down, then the airplane turned on final to land
- Se couldn't hear the engine because the distance and the wind
- She grew up around these airplanes and was familiar with the sounds
- She didn't notice anything abnormal about this flight

10/25/17

- The airplane, N254SF, was fueled on Friday, July 21st
- One flight was conducted on July 21st and lasted 15-30 minutes
- The airplane was fueled again on Tuesday, July 25th
- The first flight on July 25th lasted about 20 minutes
- The second flight on July 25th (accident flight) lasted about 20 minutes
- Fuel was pouring out of the main fuel tank at the accident site
- Ezell Aviation employee, Chad, will provide additional fuel details in a follow up phone call

End of conversations



RECORD OF CONVERSATION

Joshua Lindberg
Air Safety Investigator
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Date: 10/25/17

Person Contacted: Chad Ezell (Ezell Aviation)

NTSB Accident Number: CEN17LA285

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

- The airplane was flown Tuesday, July 18th. Before the flight the main tank was topped off and 13 gallons were added to the right aux tank to ensure that it didn't leak.
- The pilot would have only used the main fuel tank during short local flights, not the aux tanks. The procedures stated that the main tank should be used
- Another flight on Wednesday, July 19th for 30 minutes
- On Thursday, July 20th, 93.5 gallons were added to the main tank. The pilot flew 3 consecutive flights with a passenger as they worked on trimming the ailerons. These flights totaled about 3 hours.
- Chad is unsure if the airplane was flown on Friday, July 21st
- There was no flight on Monday, July 24th
- The first flight on Tuesday, July 25th lasted about 15 minutes
- The second flight on Tuesday, July 25th (accident flight) lasted about 15 minutes
- Fuel was pouring out of the main fuel tank at the accident site
- A fire fighter set their jaws of life generator in a large puddle of fuel near the wreckage
- The fuel sector valve was damaged from the impact
- During the engine exam with the FAA present, the fuel valve was examined to determine which tank was selected. They blew air through the lines and determined that the selector was positioned to an aux tank and not the main tank.
- They could not determine if the fuel valve was moved as a result of the impact or if the selector was accidentally moved to an aux tank during the accident flight.

End of conversation.