



RECORD OF CONVERSATION

Jim Silliman
Air Safety Investigator
Central Region

Date: November 20, 2017
Person Contacted: Mr. Beau Young, FAA Inspector
NTSB Accident Number: CEN17LA366

Narrative:

Mr. Young said that the airplane had never received an airworthiness certificate even though it had been built in 2001. It had 24 hours on the tachometer and the total time on the aircraft was the same. The original builder never obtained an airworthiness certificate for the airplane. The accident pilot was the 4th or 5th owner.

He said the pilot did not have a current medical. The last medical was in 1980. His last check ride was dated in 1970. The last biennial was dated 1/16/70. He had about 4,000 total hours and 7 hours in make and model.

This was the pilot's first flight in the aircraft.

Mr. Young tried to check the fuel at the accident site. There was no evidence of water. But the pilot reported that the fuel in the airplane had not been changed in almost a year – since last October 2016.

Mr. Young stated that the FAA was not going to send an airworthiness inspector to examine the engine any further.