



RECORD OF CONVERSATION

**Jennifer Rodi
Air Safety Investigator
Central Region**

**Person Contacted: Ed Libassi – Friend/Colleague of Pilot
NTSB Accident Number: CEN18FA030**

Narrative:

During the conversation, Mr. Libassi stated the following:

The pilot had known and worked with Mr. Libassi for over 30 years and was a close friend. The pilot was also an A&P mechanic with inspection authorization.

The pilot had purchased the airplane in February/March of 2017 and was traveling between Texas and New York to bring the airplane to an airworthy condition. The pilot had commented to Mr. Libassi that this was one of the worst airplanes, maintenance wise, that he had ever seen.

The pilot was relocating the airplane to New York on the day of the accident and 2L0 was likely a fuel stop.



RECORD OF CONVERSATION

Edward Malinowski
Air Safety Investigator
Central Region

Person Contacted: Steve Wilson
NTSB Accident Number: CEN18FA030

Narrative:

During the conversation, Mr. Wilson stated the following:

The pilot contacted his son Ben to ferry the accident airplane from Texas to New York. He and his son flew their Swift to the airpark where it was located. The airplane was flown locally, and the radios did not work on the second day of planned flying. The pilot was asked to get the radios fixed before further flight activity.

The pilot contacted them again just prior to the accident and reported that the radios were fixed. He asked him to ferry the airplane; however, Ben was on reserve for an airline and could not.



RECORD OF CONVERSATION

Jennifer Rodi
Air Safety Investigator
Central Region

Person Contacted: Susan Evans – Owner of Merlyn Products Inc
NTSB Accident Number: CEN18FA030

Narrative:

During the conversation, Mrs. Susan Evans stated the following:

Merlyn Products, Inc. provides an auxiliary wing fuel tank kit. The kit includes two wing fuel tanks (23 gallons total, 11.5 gallons per side useable, that mounts in the outer wing panel. The supplemental type certificate (STC) for the fuel tanks also requires the gross weight increase STC which requires an engine with 145 or more horsepower. The auxiliary wing fuel tank kit does not use a copper vent line. The auxiliary wing fuel tank kit includes vibration isolator and mounting pads on the side of the tanks.

Mrs. Evans had documented a conversation that she had with the previous owner, Mr. Cook, in 2003. He had called and stated that he had fuel tanks without STC paperwork and he wanted to purchase the paperwork from her. His tanks were not manufactured by Merlyn Products and did not meet the requirements. She did not sell him the STC paperwork.