

# Memorandum of Conversation

Date: 10 July 2018

Time: 1000 central standard time

Conversation Including: Marlyn Atkinson; Pilot

Conversation Regarding: CEN18LA223, N9098C

Duration of Call: 35 Minutes



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## Summary & Factual Information from Conversation:

The accident occurred during the Mr. Atkinson's first flight after he purchased the airplane earlier that morning. Mr. Atkinson stated that the previous owner had refueled the airplane with 100 low lead aviation fuel before he arrived at the airport. Mr. Atkinson stated that he did not identify any anomalies during his preflight inspection and brief orientation of the cockpit. He reported that the engine started normally and that he observed no anomalies during two separate engine runups that he completed before takeoff. He noted that he verified full engine speed, checked proper operation of both magnetos, and cycled the carburetor heat control during his engine runups. Mr. Atkinson noted that his intention was to takeoff from runway 34 (1,900 ft by 65 ft, turf) and initially orbit the airport before continuing toward his final destination. Mr. Atkinson reported that he made an uneventful takeoff and the airplane climbed above the trees located at the end of the runway; however, shortly after clearing the trees, the airplane sustained a sudden loss of engine power. Mr. Atkinson stated that despite the engine partially running, it was unable to produce enough thrust to sustain level flight. Mr. Atkinson reported that he immediately decided to return to the airport because there was only heavily wooded terrain ahead of the airplane's position. Mr. Atkinson stated that he rolled the airplane into a steep left turn and about halfway through the 180° turn the airplane entered an aerodynamic stall at a low altitude. Mr. Atkinson reported that the airplane impacted terrain in a left wing down, nose down attitude.

Mr. Atkinson, who also held an aviation mechanic certificate with inspector authorization, was aware that the airplane did not have a current annual inspection. Mr. Atkinson did not apply for a ferry flight permit before the accident flight.

--- End of interview summary ---

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I can attest that the above summary and factual information was taken on the above stated day, and is correct to the best of my knowledge:

Signed: \_ Andrew Todd Fox \_

Dated: \_ 10 July 2018 \_

**Andrew Todd Fox**  
**National Transportation Safety Board**  
**Air Safety Investigator**